

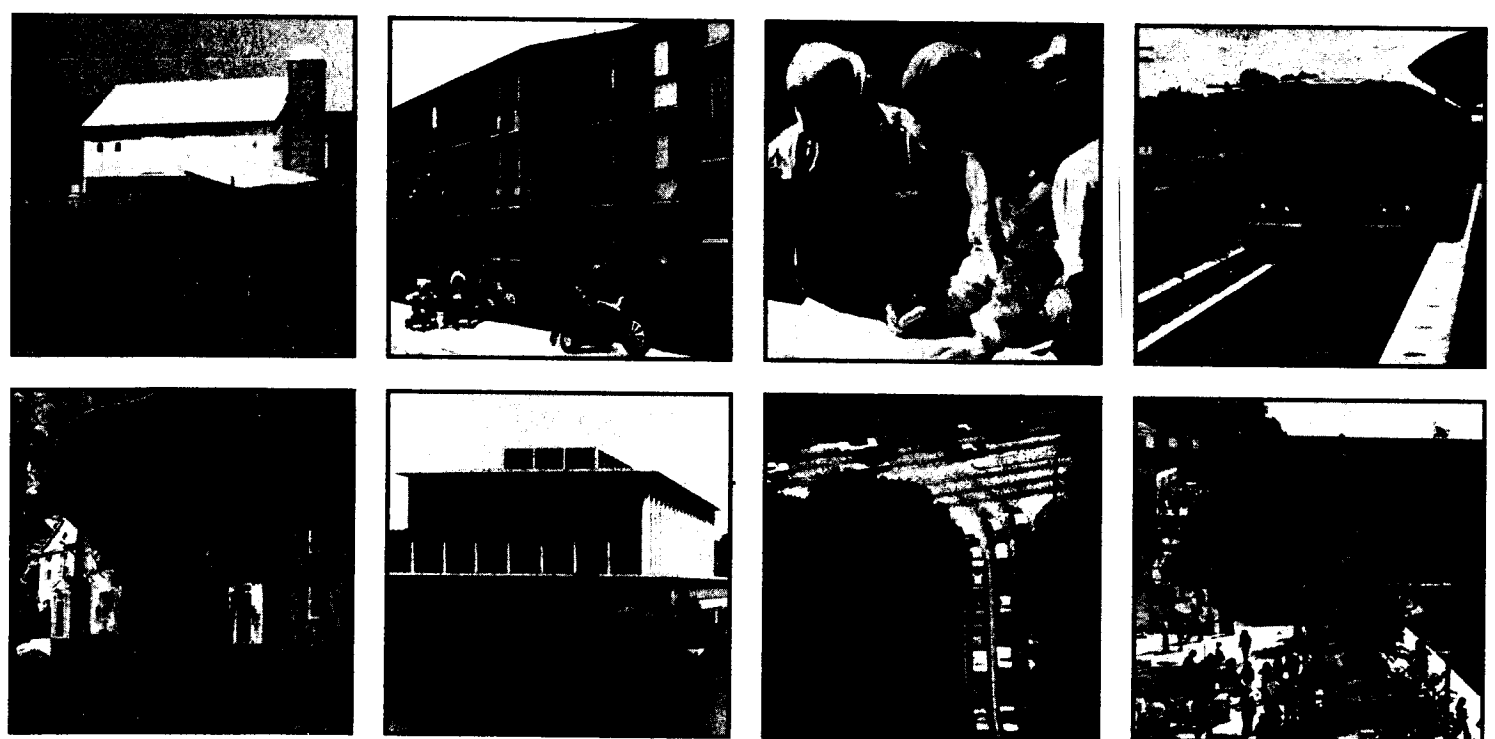
Montgomery
County
Government

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County Executive's Recommended

FY 90 ANNUAL GROWTH POLICY

Montgomery County, Maryland • January 1, 1989





Montgomery County Government

ROCKVILLE, MARYLAND 20850

Sidney Kramer
County Executive
(301) 217-2500
TTY 279-1083

M E M O R A N D U M

December 29, 1988

TO: Michael L. Gudis, President
Montgomery County Council

FROM: Sidney Kramer, County Executive *Sidney Kramer*

SUBJECT: Recommended FY 90 Annual Growth Policy

I am pleased to transmit to you my Recommended FY 90 Annual Growth Policy. As required by County law, this document projects how much growth can be supported by the roads and schools proposed for construction in my Recommended FY 90 Capital Improvements Program, which you will also receive today.

We must live within our income and give first priority to essentials. Our public schools need almost \$500 million to assure adequate capacity to protect class size and to provide a safe and healthy environment for our students. Our public safety system will require expanded correctional facilities. Improvements to roads, intersections, bridges and sidewalks must continue.

I am recommending a very restrained growth policy. My priority for construction spending is to build the public facilities that are needed for our existing population and for those who will join us as a result of development already approved and anticipated. We are fortunate to have excellent tools to plan and stage growth in Montgomery County. I am determined to continue using these tools.

Taken together, my Recommended Annual Growth Policy and CIP continue to produce a situation where portions of the County are in moratorium for new subdivision approvals for jobs and/or housing. As of today, half of the area comprising our development corridors, including North Bethesda, the Eastern County, parts of Gaithersburg and Germantown, are in moratorium. FY 90 will see this condition expanded. Modest amounts of new approvals can be accommodated in other areas where public facilities will be adequate to handle them.

This year, the Planning Board's Final Draft AGP for FY 90 proposed two alternative growth scenarios which the Board thought to be possible. The "anticipated" scenario predicted that my CIP recommendations for roads could continue on last year's schedule. The Planning Board's "high" scenario estimated what additional growth could be approved if the funding for some roads were speeded up. Instead, what I see is growth below the Board's predicted levels.

As I worked through many difficult CIP decisions during the last two months, I concluded that we cannot maintain all of the roads on last year's CIP schedule. Therefore, I have determined that even the more conservative "anticipated" growth scenario is too high, and am recommending ceilings in this year's Annual Growth Policy which are virtually the same as those approved in FY 89.

All the areas that were in moratorium last year will continue facing restrained growth. Certain other areas, parts of Germantown, for example, which are now in moratorium because the current year's adopted ceilings have been allocated by the Planning Board when it approved new subdivisions, will continue in moratorium in FY 90. Furthermore, some of the roads that are delayed in my Recommended FY 90-95 CIP may cause additional moratoria. More transportation analysis by the planning staff, using the latest CIP information, will be needed to confirm ceilings in these areas.

I expect growth constraints in various geographic areas of the County to be in place for several years to come. My recommended CIP emphasizes providing facilities that are needed by the residents and employers who are now here, and those who will be added over the next few years as the pipeline builds out. It will be increasingly difficult to add public facilities for growth beyond what is already anticipated or authorized.

I will continue to recommend construction of public facilities that are essential for the welfare of the County, and those that maintain our high quality of life. Among my priorities are roads to relieve existing traffic congestion. I am recommending very few new projects that support growth because I have concluded that funds for such roads must be allocated selectively, after other priorities have been addressed.

To maximize its investments, however, the County should take advantage of opportunities that bring special benefits to our County. Such was the case in 1987, for example, when we concurred on the need to revitalize downtown Silver Spring.

Another example is our decision to give affordable housing an advantage by allowing limited approvals of subdivisions that include lower cost units in areas that are in moratorium. Each opportunity must be closely evaluated.

Likewise, I recognize the possibility of very attractive employment development in Germantown's employment corridor as a result of the Marriott Corporation proposal for consolidation and expansion. In anticipation of this project, which Germantown citizens support, my CIP recommends that several significant roads in that area be completed in the six-year period. The publicly funded roads will be complemented by roads that Marriott will build. Because these roads will not be complete within the four-year period we use for AGP purposes, they are not reflected in calculations of the Germantown area staging ceilings.

Another opportunity area that benefits the entire County is the Shady Grove West area, the focus of our high technology industry. Although there is no new staging capacity for this area in FY 90, the County has been building roads in this area for the past several years. New roads, such as the segment of Great Seneca Highway and I-370, which were opened to traffic this month, have permitted the development of many important projects including the Washingtonian complex, the Life Sciences Center, and classroom/research facilities for the University of Maryland and Johns Hopkins University.

Other Issues Addressed by the FY 90 Annual Growth Policy

1. Balance between jobs and housing

The Council has asked for my recommendation, and that of the Planning Board, on several important issues that relate to growth management. First, the Council requested guidance in allocating staging ceiling capacity between jobs and housing, both on a Countywide basis and in each policy area.

For this year, the question is moot, because there is so little new staging ceiling to allocate. However, I am offering the following guidance to the Council for its consideration.

From a long-term, Countywide perspective, we should attempt to balance jobs and housing. By this I mean that the number of jobs in the County should roughly equal the number of employed residents in the County. We do not want to become, once again, a bedroom community for the metropolitan area, but neither do we want to be a mid-town Manhattan.

I believe that a balance between jobs and employed residents will help to establish some limits on how urban a County we will become. Market demands will, of course, influence how easy it will be to achieve this balance.

Furthermore, it is very important to note that a balance will not automatically solve our problems with roads, schools, and other facilities. Predictions of employed residents are derived partly from the number of houses and also the number of wage earners in each house.

All new growth, whether it be for residents or employers, will be costly to accommodate. We must be realistic not only about the issue of balance, but also about how much and how fast we grow.

When deciding how to allocate new growth capacity between jobs and housing in a particular area, I recommend that we evaluate the opportunities presented by each case. A key decision will be whether it is advisable to relieve existing moratoria with that new capacity. In making that policy judgment, as elected officials, we must consider factors such as the existing jobs and housing in the area, the size of the development pipeline, the land use policy set forth in the master plan and how current that plan is, the duration of a moratorium, and so forth.

2. Understanding the effect of growth on public revenues and expenditures

The Council would like to gain a better understanding of the effect of land development on the County's budget decisions and fiscal position. This is an extremely difficult and complex topic. Jurisdictions throughout the country are struggling to develop methodologies to address it. The Planning Board has some work underway as part of its Comprehensive Growth Policy Study, due to be released in 1989.

I have drawn several preliminary conclusions about why our financial decisions are so difficult during periods of growth, and asked my staff to do more analysis. First, the County's revenues are only casually related to land development changes, primarily because of our determination to hold down the effect of higher assessments and to moderate tax burdens. Thus, our policy is not to collect all the revenues that might be possible from an attractive market such as we have here, where land values keep increasing.

On the other hand, the public expenditures to support land development are rising sharply, primarily because we need to respond to many demands at once. The cost of public services rises both from the effects of inflation and from the needs of our increasing population. The national economy has been strong, and low interest rates for the past few years have encouraged a high, concentrated rate of development.

If you look at personal income and related indices, we are the beneficiaries of growth. If you focus on County budget problems, we must face the issue of affordability.

3. The structure of policy areas

Last year, the Council asked for an analysis of several potential new policy areas, which are the geographic areas identified in the Annual Growth Policy. The Planning Board has recommended one this year, Aspen Hill, and deferred the others, in Gaithersburg and North Bethesda.

I believe it is premature to separate the Aspen Hill Area from the Kensington/Wheaton Area at this time, as the Planning Board recommends. I am not contesting the staff technical analysis that has been done to date. Rather, my concern is that we do not have a sufficient understanding of the consequences of this change. We do not yet know, for example, what roads in the Aspen Hill area would have to be built, and on what schedule, in order to achieve the level of acceptable traffic that is implied by the Board's recommendation.

4. Subdivision queue control

The Planning Board has recommended some changes to how it administers the queue of applications waiting for subdivision approval. So long as the County has a scarce resource to allocate - staging ceiling to allow subdivision approvals - we will need some system for deciding who will have access, and in what order. The Board's system is essentially a first-come/first-served system, which I believe is equitable, although not without shortcomings. It is especially difficult for larger projects to accommodate to this system. Nonetheless, I agree with the procedural improvements the Board is suggesting, and add a few of my own:

- Because so much hinges on where an application is in the queue, applicants should be able to rely on an information system that keeps track of the queue, and that system should be visible, fair and easy to understand. I recommend regular, probably quarterly, publication of the queue list for each policy area.

- I recommend that some time limits be established for how quickly Planning Staff must inform applicants about whether the information submitted is acceptable, and therefore complete.

- Further work needs to be done by the Planning Staff to improve public understanding of all the rules in the subdivision process, particularly with respect to administration of the APFO. Clear, up-to-date statements of all procedures should be available to any applicant or interested citizen.

Conclusion

As always, I appreciate the very useful information prepared for me and my staff by the Planning Board and staff as part of this Annual Growth Policy process. I look forward to continuing work on this important policy document in the months ahead.

SK:eo

cc: Montgomery County Planning Board

County Executive's Recommended
FY 90
ANNUAL
GROWTH POLICY

Montgomery County, Maryland
January 1, 1989

Montgomery County Government
Office of Planning Policies
101 Monroe Street
Rockville, Maryland 20850

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Chapter I:

Introduction to County Executive's Recommended FY90 Annual Growth Policy

INTRODUCTION TO COUNTY EXECUTIVE'S RECOMMENDED FY 90 AGP

A. PURPOSE

The purpose of the Annual Growth Policy is:

- o to allow the County Council to give policy guidance to the agencies of government, and to the public, on matters of land use development, growth management, and related issues;
- o to act as an instrument that facilitates and coordinates the various powers of government to limit or encourage growth.

B. OVERVIEW OF THE ANNUAL GROWTH POLICY PROCESS

Two of the most important tools for growth management in Montgomery County are the six-year Capital Improvements Program and the Annual Growth Policy. Both documents are recommended by the County Executive by January 1 each year, and acted on by the Council each spring. Among the important decisions in each AGP is approval of the guidelines for implementing the County's Adequate Public Facilities Ordinance.

The Adequate Public Facilities Ordinance (APFO) was adopted in 1973 and has been used as a tool to promote orderly growth in the County by synchronizing private development with the availability of public facilities. In Montgomery County, staging of growth occurs at the time of subdivision approval, when the Planning Board has authority to disapprove an application for subdivision if the public facilities are not programmed to be available to support the development.

In recent years the provision of transportation facilities has been the overriding constraint on growth. The programming and financing of transportation improvements are part of the Capital Improvement Program (CIP) recommended by the County Executive and adopted each year by the County Council. The Annual Growth Policy (AGP) recommends how much new growth can occur in various geographic areas of Montgomery County, based on estimates of road capacity that will become available given the capital improvements scheduled to be completed within the first four years of the six year CIP. The amount of recommended new development in an area is called the "staging ceiling."

After receiving the recommendations of the County Executive in the AGP on January 1, the County Council adopts staging ceilings as part of the AGP for each of fifteen planning policy areas in the County by June 30 of each year. Based on these adopted ceilings for the number of jobs and the number of housing units, the Planning Board administers the APFO at the time of subdivision approval. If an applicant for subdivision is in a policy area with no remaining capacity within the adopted ceilings, the Planning Board can deny the application on the basis that public facilities are not adequate.

A more detailed historical overview of the Annual Growth Policy process, prepared by the Planning Board, is included as Appendix C.

C. GROWTH POLICY INTERRELATIONSHIPS

The Adequate Public Facilities Ordinance (APFO), with its staging mechanism, represents only one of many growth related and other policies that the County has adopted over the years. In the Annual Growth Policy, elected officials have an opportunity to begin to balance the APFO staging policies with other adopted and stated County policies.

The Annual Growth Policy identifies geographic areas of the County where growth can occur and the areas where growth will be constrained. In some cases, such constraints may interface with other County policies. For example, a County policy to provide housing for low and moderate income families may be difficult to implement if there is no remaining capacity in many policy areas. Thus, the County Executive has again recommended this year that there be a special provision for affordable housing in the AGP that would allow a maximum of 1,000 units Countywide to be approved in FY 90 despite any policy area moratorium.

The major source of overall development policy in the County is the County General Plan, "On Wedges and Corridors." Other sources include master plans, functional plans, and specific policy statements expressed in the programs carried out by County departments, offices and commissions.

D. CURRENT GOALS AND POLICIES

The following paragraphs provide a summary of current policies for each of eight policy elements: land use, economic, housing, transportation, community facilities, natural resources, social and fiscal policies. For complete information on each of the policies, please consult the original sources. Additional discussion of these policies from the Planning Board Final Draft AGP is found in Appendix E.

1. Land Use Policy

Land use policies affect the distribution and extent of the uses of land for housing, business, industry, open space, public buildings and services, and education. General County land use policy includes the following:

- * Use land efficiently to prevent land waste and to decrease the cost of providing public facilities and services.
- * Achieve a balance in type and distribution of land uses that provides an environment and diversity of life styles that meets the needs and desires of County residents.
- * Direct land use in a manner that protects both private property rights and the public interest.

2. Economic Policy

Economic policies are those policies that affect economic development and employment in the County. Montgomery County General Plan (1970) economic policies include the following:

- * Encourage the development of employment opportunities to provide for growth in economic opportunity, to expand our tax base, and to increase career opportunities within the County's borders.
- * Retain existing businesses in the community and minimize disruption that business relocation would cause for employees who are County residents.
- * Ensure that employment areas are provided with adequate access to a variety of modes of transportation.
- * Revitalize and encourage the development and redevelopment of the central business districts that offer retail, professional services, housing, and employment opportunities.

Office of Economic Development policies, as expressed in the FY 89 budget, include:

- * Plan for the future economic viability of Montgomery County.
- * Generate private sector investment in Montgomery County.
- * Broaden the commercial/industrial tax base.
- * Foster a favorable business climate.
- * Balance critical, competing interests; i.e., infrastructure and growth, commercial/industrial and residential development.

3. Housing Policy

Housing policies affect the preservation, improvement and development of housing in the County to meet the needs of all economic sectors. Montgomery County General Plan (1970) policies include the following:

- * Provide land for, and encourage development of, a variety of residential types and densities which can accommodate households with different needs and incomes.
- * Protect existing housing and provide for the development of new housing within reasonable distance of workplaces, recreation, shopping, community facilities, and mass transportation.
- * Encourage the location of housing of various densities, types, and costs in proximity to most places of employment.
- * Achieve a balanced relationship between residential growth and employment opportunities within the County.

Department of Housing and Community Development and Housing Opportunity Commission policies, as expressed in the FY 89 budget, include:

- * Provide housing for low and moderate income families.
- * Promote the availability of affordable housing to persons of all income levels.
- * Systematically address problems which contribute to the physical decline of residential and commercial areas.
- * Ensure that dwelling units are maintained in a safe and sanitary manner.
- * Prevent discrimination in housing.

4. Transportation Policy

Transportation policies deal with the location and extent of existing and proposed roads, transit routes, non-motorized forms of transportation and parking. General County transportation policies include the following:

- * Coordinate the timing of private development with the provision of transportation facilities.
- * Provide convenient, accessible, and reasonably-priced mass transit opportunities so that residents have alternative ways to travel to work, school, recreation, and social events.
- * Provide an efficient system of transportation including rapid transit.
- * Provide a balanced circulation system which most efficiently serves the economic, social, and environmental structure of the area.
- * Use transportation routes and facilities to accommodate travel demand and to facilitate the orderly growth of urban areas within the context of the General Plan.
- * Provide for a more coordinated rail-bus transit system that is capable of shaping desirable growth patterns, serving the present population and employment centers, and providing for convenient ease of transfer between transit and other modes.
- * Improve transportation efficiency so as to minimize costs to users and to reduce transportation as a cost element in the production of goods and services.
- * Provide safe transportation systems.
- * Recognize the need for non-motorized transportation forms to support health and recreation objectives and to provide visual contrast to vehicular movement.

Department of Transportation policies, as expressed in the FY 89 budget, include:

- * Implement a traffic management plan that provides for safe and expeditious movement of people and goods.
- * Maintain facilities in the public rights-of-way in a safe attractive manner.
- * Develop and implement the Approved Roads Program.
- * Develop and implement alternative transportation strategies (car pool, van pool, shuttle service, staggered work hours, pricing policies, parking policies, etc.) to increase capacity and use of existing systems.
- * Plan and develop a balanced and cost effective transportation system that satisfies the current and future needs of Montgomery County.

5. Community Facilities Policy

Community facilities policies deal with such services as education, cultural and recreational opportunities, health care and public safety. General policies include the following:

- * Coordinate the timing of private development with the provision of adequate public facilities including schools, fire and police protection, and health clinics.
- * Make public investments in community facilities in the most efficient manner to insure compact, orderly urban development and maximum service.
- * Protect the County's investment in public facilities by funding public services that efficiently use building capacities and by providing adequate funds for ongoing renovation and maintenance.
- * Provide human service, recreational, and cultural facilities that are conveniently located and responsive to the diverse needs and preferences of County residents.
- * Provide equal opportunity for quality public education in all parts of the County, and increase higher educational opportunities, especially through programs that respond to the needs of our growing population of scientific and technical employers.

6. Natural Resources Policy

Natural resources policies provide for the conservation, development and use of natural resources, including air, water, forests, soils, rivers, lakes, wildlife, energy, and minerals. General policies include the following:

- * Provide an aesthetic and healthful environment for present and future generations.

- * Preserve and protect the County's open space and parklands.
- * Coordinate the timing of private development with the provision of sewerage and water service and other needed utilities.
- * Ensure that agriculture in the County becomes or continues as a viable land use.
- * Protect the natural environment from the consequences of growth by regulating activities which might damage soils, streams, water supply, air quality, plants, and wildlife, and by preserving agricultural and open space.
- * Further energy efficiency and promote cost-effective energy use throughout all segments of the community while maintaining efforts to meet environmental goals and guidelines.

7. Social Policy

Social policies are defined here as policies affecting health and welfare activities. Other related activities, such as educational, cultural, recreational and public safety, are addressed under the community facilities section.

The social policies of the County are not included in the General Plan, but can be found in various other documents produced by state and local agencies. These include the State Health Plan, the Health Systems and Annual Implementation Plan, the Annual Area Plan on Aging, the Action Plan for the Mentally Retarded/Developmentally Disabled, the Action Plan for the Chronically Mentally Ill, etc.

The County's social policies are evident in the activities and programs of several County agencies, including the Department of Health, Department of Alcohol, Drug Abuse, and Mental Health, Department of Social Services, Department of Family Resources, Office of Human Relations, as well as the Community Action Board, the Commission on Children and Youth, the Commission on Handicapped Individuals, the Mental Health Advisory Committee, the Drug Abuse Advisory Council, the Alcoholism Advisory Council, and the Advisory Board on Victims and their Families.

8. Fiscal Policy

Fiscal policies affect the ability of the County to provide necessary facilities and services in a timely manner. The fiscal policy of the County as summarized from budget documents includes the following:

- * Balance the budget annually, including some amount of budgeted surplus each year.
- * Take no fiscal action that would be detrimental to the high credit ratings which the County now enjoys in national bond markets.

- * Increase the use of current revenues to finance capital projects, if necessary to avoid excessive bond ratios.
- * Use revenue bonds to finance capital for self-sustaining governmental operations.
- * Charge user fees for public services where feasible.
- * Fund in a fully appropriate way all the facilities, programs, and services which the County has made a commitment to provide.
- * Control costs through prudent management.
- * Decrease dependence on the property tax by implementing minor taxes and other revenue sources and reducing tax rates.
- * Keep the increase in the average tax bill below the rate of inflation.
- * Build the assessable tax base through balanced growth in private sector employment and housing development.

Chapter II:

**FY 90
Annual
Growth Policy
Issues**

Brackets and underlines indicate material changed by the County Executive.

Brackets: material deleted.
Underline: material added.

FY 90 ANNUAL GROWTH POLICY ISSUES

The County Council, in adopting the FY 89 AGP, asked the Planning Board and the Executive staffs to collect data and analyze a number of issues for the FY 90 AGP. This section of the Annual Growth Policy report provides a discussion of this work to date.

A. CRITERIA FOR ALLOCATING NEW ROAD CAPACITY BETWEEN JOBS AND HOUSING

This section begins with a discussion and recommendation of criteria for allocating jobs and housing on a Countywide basis. The second part is a background discussion and recommendation of the criteria that could be used to decide on an allocation between jobs and housing within each policy area.

1. Countywide Allocation of Jobs and Housing. [Historical Criteria for Allocating New Road Capacity]

a. Discussion.

For each policy area, the Annual Growth Policy divides the transportation staging ceiling capacity between jobs and housing units. In the past, the County allocated staging ceiling capacity at a jobs-to-housing ratio that generally followed that of the forecasts that the Planning Department's Research Division developed for each policy area. The jobs-to-housing ratio expresses the relationship between the total number of jobs in the County and the total number of households. The basic principle has been to avoid subdivision moratoria wherever possible and to provide for build-out at the forecasted rate over a time period that is approximately the same for both jobs and housing.

The jobs-to-housing ratio is a policy variable. In the past, the Planning Board, Council, and Executive have modified the jobs-to-housing ratio to accomplish County objectives. For example, in the FY 89 AGP, the County reallocated ceiling capacity in the Cloverly policy area from jobs to housing to allow an earlier lifting of the housing subdivision moratorium. In Gaithersburg West, new transportation ceiling capacity was shifted from housing to jobs to allow the area to become an employment center. In Kensington/Wheaton, in FY 89, the County transferred some existing job ceiling capacity to housing capacity to prevent a housing moratorium and to preserve the opportunity to pursue new housing strategies during the revision to the Kensington/Wheaton Master Plan and the Wheaton Sector Plan. In shifting capacity to housing, however, the County was careful to retain sufficient jobs capacity to allow for the revitalization of the Wheaton CBD after the opening of the Wheaton Metrorail station.

The jobs-to-housing ratio is a tool that the County can use to examine the existing character and interrelationships of a specific policy area, to determine what is most desirable, and within market constraints to guide development. Jobs and housing within the County should be balanced, as the General Plan recommends. The Planning Board proposes that balanced means that the number of employed residents roughly equals the number of jobs in the County. Currently, there are about 1.58 jobs per household in the County and

about 1.49 employed residents per household. This means that we now have more than enough jobs for every employed resident in the County to work in the County.

This has not always been the case. In 1970, for example, there were about 1.16 jobs per household in the County and 1.37 employed residents per household in the County. This meant that the County did not have enough jobs for every employed resident to work here and that a large number of workers had to commute to other jurisdictions for employment. By 1980, the jobs-to-housing ratio had increased to 1.47 and 1.44 employed residents per household. The following table and Figure 1 shows how the jobs-to-housing ratio and workers-to-housing ratio have changed over time.

The proportion of employed residents who work in the County has increased from 45.8 percent in 1960 to 53.3 percent in 1970, and to 58.4 percent in 1980, according to the Census. In 1980, there were about 305,000 at-place jobs in Montgomery County. Of these an estimated 58.4 percent were filled by County residents and 41.6 percent were filled by nonresidents. More recent Montgomery County Census Update survey information shows that the proportion of employed residents [entering] employed in the County increased further to 59.7 percent in 1984, and dropped back slightly to 58.7 percent in 1987.

Comparison of Jobs-to-Housing and Resident Workers-to-Housing Ratios Montgomery County

Year	Jobs-to-Housing Ratio	Resident Workers-to-Housing ¹ Ratio
1970	1.16 ²	1.37
1980	1.47 ²	1.44
1984	1.52 ²	1.44
1987	1.58 ³	1.49

¹ The 1970 and 1980 estimates of resident employment are from the 1970 and 1980 Census of Population, U.S. Bureau of the Census. The 1984 and 1987 estimates of resident employment are from the Montgomery County Census Update Survey, Montgomery County Planning Department.

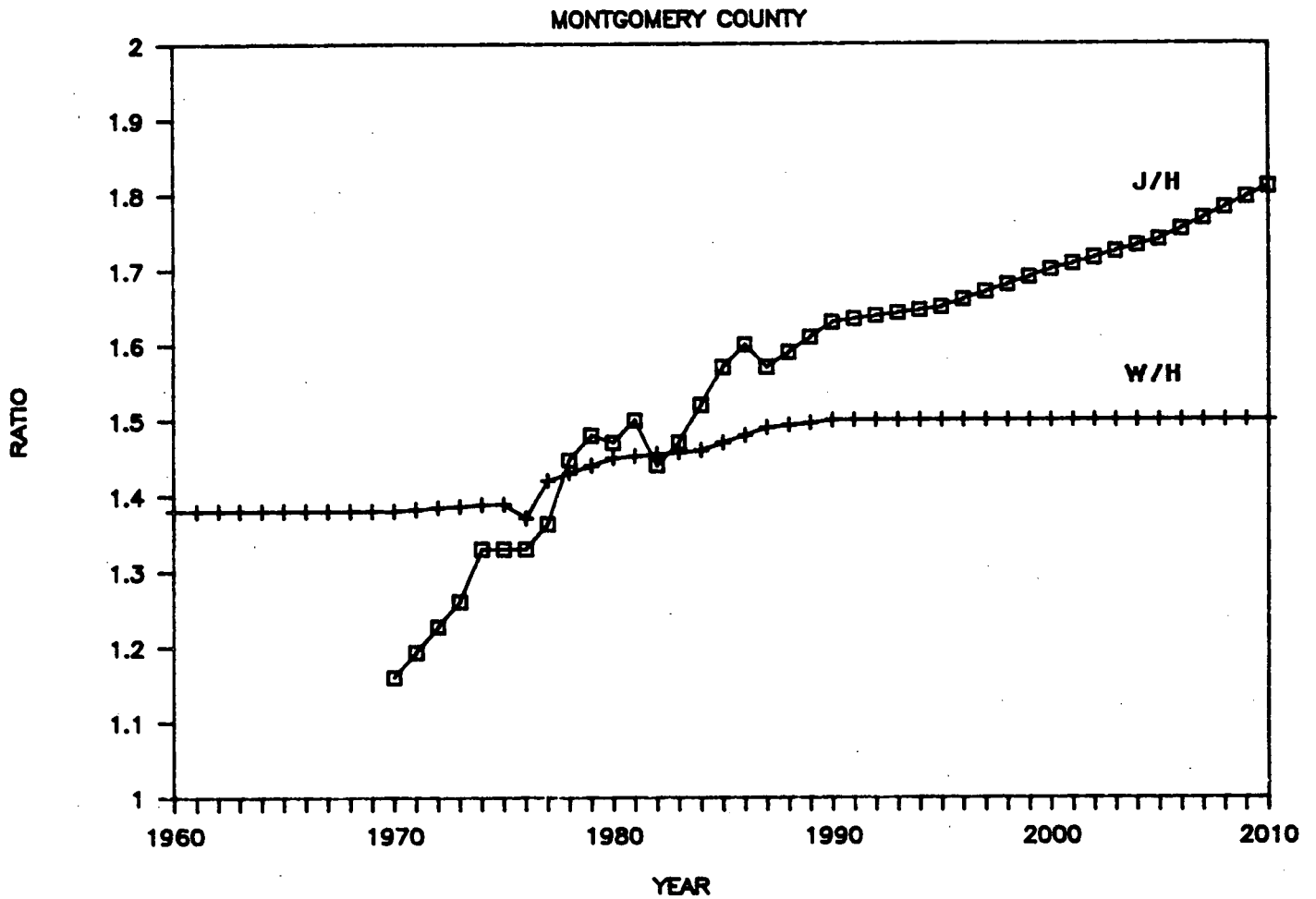
² Estimated by staff of Montgomery County Planning Department using County Business Patterns and other sources.

³ Preliminary estimate.

Source: U.S. Bureau of the Census, 1980 Census of Population; Research Division, Montgomery County Planning Department, Montgomery County Census Update Survey, 1984 and 1987.

Figure 1

Comparison of Jobs/Housing versus Workers/Household



Source: U.S. Bureau of the Census
Planning Board
COG Round IV Intermediate Forecasts

[2. Jobs to Housing Ratios in the Washington, D.C. Metropolitan Area]

Montgomery County has the most balanced jobs-to-housing ratio in the Washington, D.C. metropolitan area. As one would expect, the District of Columbia, the region's central city, has a jobs-to-housing ratio of 2.63, the highest in the metropolitan area. The District's jobs-to-housing ratio is more than double the resident workers-to-housing ratio of 1.17, indicating that many people have to commute into the District to fill its labor needs.

Arlington County has the second highest jobs-to-housing ratio and this also is significantly greater than the resident workers ratio. The two central suburban jurisdictions, Fairfax and Prince George's counties, while closer to Montgomery County's ratios, are still below our defined balance. The two outer counties, Loudoun and Prince William have a jobs-to-housing ratio of about one or less, reflecting their less developed nature. A large proportion of resident workers in these two counties commute to other jurisdictions for employment.

Comparison of Jobs-to-Housing and Resident Workers-to-Housing Ratios in the Washington, D.C. Metropolitan Area, 1980

Jurisdiction	Jobs-to-Housing Ratio ¹	Workers-to-Housing Ratio ²
D.C.	2.63	1.17
Arlington	1.97	1.26
Alexandria	1.32	1.26
Montgomery ⁴	1.46	1.44
Prince George's	1.09	1.44
Fairfax County ⁵	1.11	1.54
Loudoun	0.94	1.52
Prince William ⁶	0.84	1.61
Charles	N/A	1.48
Frederick	<u>N/A</u>	<u>1.42</u>
Total Metropolitan Area	1.58 ³	1.40 ³

¹ 1980 Census of Population and Housing.

² 1980 Census of Population, Volume 2, Subject Reports, Journey to Work: Metropolitan Commuting Flows.

³ Total metropolitan area numbers do not include Charles and Frederick Counties.

⁴ Montgomery County includes Rockville.

⁵ Fairfax County includes Fairfax City and Falls Church.

⁶ Prince William County includes independent cities.

These ratios have changed over time as demographic changes have occurred and as the Washington, D.C. metropolitan area has grown. During the 1970's, women entering the workforce increased the workers-to-housing ratio as the female labor force participation rate surged from 45.1 percent in 1970 to 58.9 percent in 1980. Declining household size offset this trend and resulted in a net increase for the resident worker-to-housing ratio of 5.1 percent. The Planning Department expects this increase to level off, if not reverse itself in the future, due to the aging of the population.

In contrast, the jobs-to-housing ratio in Montgomery County jumped [to] 26.7 percent[,] between 1970 and 1980, reflecting the rapid suburbanization of employment in Montgomery County. The Round IV Cooperative Forecast projects a continuation of this trend, with the jobs-to-housing ratio increasing to 1.63 in 1990 and to 1.81 in 2010. Overall, it appears that the resident workers-to-housing ratio is more stable over time than the jobs-to-housing ratio. Over the 17 year historical period shown in the previous table, the [first] worker-to-housing ratio increased by only 8.8 percent while the [second] jobs-to-housing ratio rose by more than 36.2 percent.

b. Countywide Jobs/Housing Recommendation.

The County Executive agrees that the County should be moving toward a balance between jobs and housing, which means that the number of jobs in the County will roughly equal the number of employed residents when the General Plan is achieved. Such a balance establishes some limits as to how urban the County will become. Market demands strongly influence this balance as well.

It should be noted, however, that a balance between jobs and housing will not automatically solve problems with roads and schools. Increases in jobs and housing both will place demands on transportation facilities and more housing will present increased school needs and associated costs.

[3. Recommended Criteria for Allocating Road Capacity in FY 90 and High Scenario Staging Ceilings]

[In allocating transportation capacity, the Planning Board only looked at the jobs-to-housing relationship in those policy areas where we have new transportation capacity. At this time, the Board has not reallocated capacity which was provided in the FY 89 AGP. These ceilings were analyzed with Council at great length last June. In several policy areas, we can not reallocate ceiling capacity because the pipeline of approved development exceeds or equals the ceiling. Moreover, we are in the midst of the Comprehensive Growth Policy report and prefer not to recommend any modifications until this work is completed.]

The Countywide jobs-to-housing ratio of existing development and the Countywide jobs-to-housing ratio of the adopted FY 89 staging ceilings plus existing development are slightly tilted toward jobs. Consequently, the County Executive and the Planning Board recommend[s] that Countywide the allocation of new transportation capacity favor housing to provide a better balance of long-term development. Currently, the jobs-to-housing ratio of the

FY 89 adopted staging ceilings and the existing base is about 1.66. This ratio remains the same under the FY 90 Recommended Ceiling. [Our anticipated FY 90 ceiling additions of 3,000 more jobs and 4,500 more housing units add 1.5 houses for every 1 job. This lowers the Countywide total jobs-to-housing ratio slightly from 1.66 to 1.65. Because the marginal change is so small, this allocation has little effect on the total jobs-to-housing ratio.]

[The Planning Board's allocation of new capacity provided in the High Scenario also favors housing, with a ceiling increase of 20,500 housing units and 15,000 jobs. These additions increase the ceilings by 1.4 houses for every 1 job. This lowers the total Countywide jobs-to-housing ratio to 1.60.]

2. Allocation of Jobs and Housing within Policy Areas.

a. Discussion.

Determining criteria for allocating jobs and housing within each policy area is a different matter from allocating jobs and housing Countywide. The County has many diverse areas within it. The unique character of each area is taken into consideration in the development of the master plan for that area. The master plans (if they are up-to-date) identify the ultimate jobs-to-housing ratio that can be accommodated in each policy area. This does not mean that at any particular time in the development of an area that the jobs/housing ratio will be the same as the end-state ratio. For example, the jobs/housing ratios for Germantown (combining both East and West policy areas) are the following:

	<u>J/H</u>
<u>Current</u>	<u>0.70</u>
<u>Net Ceiling FY 89</u>	<u>2.38</u>
<u>Current plus Net Ceiling</u>	<u>1.23</u>
<u>End-State (Master Plan Draft)</u>	<u>1.88</u>

The Planning Board does not recommend that the same jobs-to-housing ratio be used to allocate staging ceiling capacity between jobs and housing in all policy areas. Some policy areas, such as Olney and Potomac, are planned to be primarily residential in character. Others, such as North Bethesda and the Silver Spring Central Business District, are planned to be primarily employment centers. Different areas have different ratios that suit their individual locations, infrastructures, and characters; all addressed within their master plans and sector plans, which largely determine the extent to which jobs and housing can ultimately be balanced. In addition, the Planning Board recommends that the yearly adjustments to the staging ceilings be used to help relieve subdivision moratoriums. While the yearly adjustment to the Annual Growth Policy ceilings can be used to help promote a balanced jobs-to-housing ratio, this balance depends more on what is in each area's master plan or sector plan. Thus, a number of factors unique to the policy area should be considered when allocating road capacity to jobs or housing.

b. Recommendation for Allocation by Policy Area.

The County Executive recommends that new road capacity should be allocated on a case-by-case basis in each policy area. Although the Planning Board recommends that yearly adjustments to the staging ceilings be used to help relieve subdivision moratoriums, the Executive believes that several factors should be considered by the County Council in making such an allocation. Criteria that should be used include:

- o The amount of existing jobs and housing in the area;
- o The size of the pipeline and the allocation of jobs and housing in the pipeline;
- o Policies in the master plan, how current it is and how close is development in the policy area to the end-state; and
- o Existence of a moratorium and its duration.

B. UNDERSTANDING THE EFFECT OF GROWTH ON PUBLIC REVENUES AND EXPENDITURES

This issue is a major piece of the Planning Department's Comprehensive Growth Policy report, which will be presented to the Planning Board in January 1989. Consequently, the Planning Board cannot respond to the Council's request for this issues analysis in time to meet the December 1, Planning Board recommended AGP deadline. The Planning Department also is contracting with consultants to assist in the fiscal analysis component of the Comprehensive Growth Policy report.

The County Executive feels that it is important to gain a sound understanding of the fiscal effects of growth, just as the County Council has expressed such a need. He has directed his staff to analyze some of the fiscal issues related to growth and to have an analysis ready for discussion with the Council in the spring. Of particular interest is an understanding of the dynamics of growth and the fiscal consequences of alternative growth rates. This is an extremely difficult and complex topic. Jurisdictions across the country are struggling to develop methodologies to answer it.

In looking at preliminary data it seems apparent that fiscal revenues are only casually related to land development changes, while fiscal expenditures to support land development are rising sharply.

Montgomery County has established local policies, and supported state policies, that cushion the impact that increasing real property values have on local tax bills. The state triennial assessment system requires increases in property assessments to be phased in. Thus, real properties are assessed only once every three years and any increase in value is divided into thirds, with one third of the increased value added to the assessment every year. Also, local property tax rates have been reduced to moderate tax burdens. As a consequence, revenues received from property taxes, the County's largest single source of funds, do not reflect the increases in growth or the increases in value, that the County has been experiencing over the past years.

On the expenditure side of the budget, however, costs keep pace and even increase more sharply than growth rates. Cost increases are due to inflationary pressures as well as to population increases. Increases in housing and employment-related development directly impact County expenditures for education and transportation. County expenditure trends indicate that capital expenditures for transportation and education, even on a per capita basis, have increased markedly over the last ten year period. The costs of acquiring higher valued land and competition for scarce construction resources have likely been major contributors to this increase.

C. STRUCTURE OF POLICY AREAS

Under the currently adopted FY 89 AGP, sixteen policy areas have transportation staging ceilings. In June 1988, for the first time for the FY 89 AGP, the Council adopted staging ceilings for three new policy areas: Rockville, the Bethesda Central Business District, and the Silver Spring Central Business District. This year for the FY 90 AGP, the Council asked the Planning Board and Executive staffs to analyze the potential for creating additional policy areas. This would include separating the City of Gaithersburg from the rest of the Gaithersburg East and West policy areas and studying the possibility of dividing the North Bethesda policy area into eastern and western portions or carving out smaller areas around the Metrorail stations. In addition, there has been a long-standing request from the community associations serving the Aspen Hill area to separate Aspen Hill from the Kensington/Wheaton/Aspen Hill policy area. In response to this request, the Planning Board was asked to evaluate the implications of making this split.

At this time, the Planning Board recommends that the Council not make major changes to the structure of the policy areas, although it has been possible to separate out the Aspen Hill area. The reasons for this are:

- * The Planning Department is currently updating estimates of the 1988 base of housing and employment capacity of buildings by traffic zones and current, more precise base numbers will not be available until the end of the fiscal year; and
- * The Planning Department's transportation model data bases require major revisions to accommodate most of the proposed changes in the structure of the policy areas, and these cannot be accomplished until the end of the fiscal year.

1. Base Update Work

First, the Planning Department is currently updating estimates of the 1988 base of existing housing and employment capacity of nonresidential buildings. This update work involves improving the accuracy of the County's land data administrative records (parcel file) by correcting data errors and by updating data fields which may be of lesser importance to the Maryland State Tax Assessor, the operating agency which provides the Planning Department with land data.

Second, the Planning Department is converting to a new and more precise system of geographic allocation of land data based upon the INFOMAPS system rather than the current system which uses 1970 Census blocks. INFOMAPS and the DIME data bases will allocate data to traffic zones and other geographic units by matching addresses and giving each parcel unique X and Y coordinates. Currently, the Planning Department has a greater degree of confidence in land data for larger geographic areas (policy areas) than for smaller geographic areas (traffic zones). Because of this, the Planning Board recommends that the County not subdivide existing policy areas into smaller geographic areas until base work is completed. We need to have a better picture of what the base is and how it is distributed geographically.

2. Transportation Model Data Bases and Geocoding

Third, the Planning Department's transportation model data bases would require major revisions to accommodate most of the proposed changes in the structure of the policy areas. The coding previously in the data bases has enabled the Aspen Hill area to be separated out. Current resources and work program demands make impossible these major revisions and changes to the data base for the FY 90 AGP. To make changes in the geographic boundaries of the policy areas, the Planning Department needs to recode the transportation network. The FY 88-89 MNCPPC budget provides for this work, including the development of a more integrated geographic data base management system that will link the transportation model network data with the DIME/TIGER file structures used in the Census and the GIMMS/GADS parcel file system. This work has just begun and will not be available for the Planning Board recommended FY 90 AGP.

3. Kensington/Wheaton/Aspen Hill Policy Area

The Planning Board recommends, however, that Council separate Aspen Hill from the Kensington/Wheaton policy area for the FY 90 AGP. The problems outlined above do not apply to this policy area. First, the Planning Department used the Kensington/Wheaton/Aspen Hill policy area as a prototype for base update work. This work has been completed for that area and we have confidence in these revised and more precise base numbers. Second, the transportation network in the transportation model data base had previously been coded with Aspen Hill as a distinct area, unlike sub-areas of North Bethesda and the Gaithersburg policy areas.

In addition to having the technical capacity to create a new Aspen Hill policy area at this time, the Planning Board recommends it as the rational thing to do. First, the Planning Board determined that it is not valid to have the same level of service standards for such a large and diverse area as Kensington/Wheaton/Aspen Hill. As it currently stands, the Kensington/Wheaton/Aspen Hill policy area is the largest policy area in terms of land area, households, and population. In fact, even when Aspen Hill is separated from Kensington/Wheaton, the Kensington/Wheaton policy area still is ranked first in having the largest population and housing unit count, and Aspen Hill is ranked sixth in size.

Second, Aspen Hill has a different level of transit service from Kensington/Wheaton. Kensington/Wheaton will be served directly by two Metrorail stations, Forest Glen and Wheaton, in the near future. In addition, Kensington/Wheaton currently has and is programmed to have more frequent community and local bus service than Aspen Hill. These differences in current levels of transit service are reflected in transit ridership statistics. In 1987, about 10.3 percent of resident workers in Kensington/Wheaton used transit for their work trip, compared to about 8.7 percent in Aspen Hill. Those differences will probably become more pronounced after Metrorail service opens to Wheaton.

In establishing Aspen Hill as a separate policy area, the Planning Board was able [had] to split the FY 89 adopted staging ceiling in the Kensington/Wheaton/Aspen Hill policy area between the two areas. To accomplish this, transit availability had to be determined for Kensington/Wheaton and Aspen Hill as separate policy areas. In reviewing Chart 1 on page 60 [62], it has been determined that the Kensington/Wheaton policy area has transit availability that is best described in a Group IV classification. Therefore, it should be identified as having an average LOS standard of D. In reviewing the availability of transit service in the Aspen Hill Policy area, using the same chart, it is recommended that this area meets the Group III classification with an average LOS standard of C/D.

The same general process, which is used to set staging ceilings in the other policy areas, was used to propose appropriate staging ceilings for the separate Kensington/Wheaton and Aspen Hill policy areas. This basically consists of the following steps. First, a trial set of jobs and households was estimated for each of the separate policy areas. This was, in part, based upon the currently adopted ceilings for the combined area and accounted for the recommended change in LOS standards for each of the areas. It is important to note that the anticipated ceilings for jobs and housing for FY 90 for the two combined areas are less than FY 89 adopted ceilings for the two separate areas. This is caused by the change in the average LOS standard which allows less congestion. Second, the resulting average LOS estimates were compared to the standard and a further variation in the ceiling was considered in order for the results to better match the standard for average LOS. Third, this process was repeated several times, which included a balancing between jobs and housing in each of the areas. In doing that balancing, as with other policy areas, the forecasts of jobs and housing were each used as the main means of determining an appropriate balance. In the Aspen Hill policy area, the jobs ceiling and housing pipeline would accommodate growth forecasts to approximately 1995, while in the Kensington/Wheaton policy area, the job and housing ceilings would accommodate growth forecasts beyond the year 2005.

One of the problems with separating the existing policy area into two new areas is that the proposed new Aspen Hill policy area is immediately placed in a moratorium for housing. Planning staff proposed a FY 90 remaining capacity which is negative by 4,100 housing units.

Although there may be very good and sound reasons for separating the Kensington/Wheaton area into separate Kensington/Wheaton and Aspen Hill policy areas, the County Executive does not support a change that will place a newly

formed Aspen Hill area in such a deep moratorium for housing without some understanding as to how that moratorium can be addressed. It is not clear what transportation improvements would have to be added to remove the area from moratorium. Until this additional transportation technical analysis is done, a recommendation to separate the Kensington/Wheaton policy area from the Aspen Hill area is premature.

4. Comprehensive Review of the Structure of Policy Areas

When the rest of the base update work and transportation model data base revisions are completed at the end of this fiscal year, the Planning Board recommends that the County conduct a comprehensive review of the structure of the policy areas. By doing this, the County may be able to avoid making annual incremental changes in the boundaries of the policy areas, provide a more rational basis for determining the appropriate geography for the County's growth management program, and work toward implementing more effectively the General Plan and the master and sector plans. In doing this, the following should be considered:

- * Should geographic areas around Metrorail stations be separated from the larger policy areas because they have greater access to more frequent transit service?
- * Should all central business districts be separate policy areas, following the trend Council set last year in establishing the Silver Spring and Bethesda CBDs as independent policy areas?
- * Should policy area boundaries be determined on the basis of having any or all of the following characteristics, such as similar land area size, housing unit count, population, employment, or number of peak hour trips?

The County Executive supports the Planning Board recommendation that the Planning staff and the Executive staff conduct a comprehensive review of the structure of the policy areas. The Executive believes that the Planning staff's technical committee on the transportation model should establish criteria for defining policy areas, to include the size of the areas and the location of policy area boundaries. Such criteria should be prepared by the Spring 1989 and scheduled for discussion and adoption by the Council. The adopted criteria would then guide the technical review and evaluation. The Executive suggests that the recommendations for policy area revisions be ready in time for preparation of the FY 91 draft AGP.

D. PROFILE OF LABOR SHORTAGES

The request for labor profile information was first made known to the Office of Planning Policies and the Office of Economic Development (OED) when discussed at the Council's FY 89 AGP worksession in June. Unfortunately, because of time constraints, OED was unable to incorporate this information request in its July survey of the County's major employers. [The Planning Board recommends that] OED will conduct an additional survey which will [would] incorporate some of the questions which need to be answered in response to Council's request for a profile of labor shortages.

In its January 1989 survey to major employers, OED will attempt to obtain some general information on the profile of labor shortages in Montgomery County. Since 1983, OED's Major Employers Survey has been a semi-annual sample survey of employers with 300 or more employees which has provided the following information:

- * Total employment in Montgomery County
- * Projected employment for the next year

OED has recently contracted with the Montgomery County High Technology Council to conduct an overall employers survey to be completed in June 1989. The survey will provide an opportunity to gain a greater understanding of the types of employment opportunities which exist in Montgomery County. The survey will include questions on the following:

- * Employment by size of firm
- * Employment by two digit SIC industry
- * Employment by location (Policy Areas)
- * Employment by major occupational classifications
- * Number of vacant positions by major occupational classifications
- * Wages of vacant positions by major occupational classifications

Within existing time and budget constraints, the survey will provide answers to specific questions dealing with the labor shortage. Planning Board staff can participate in the Economic Advisory Council's subcommittee which helps OED in this project.

OED has conducted a preliminary analysis of the issue of labor shortages and affordable housing and has found that this problem is affecting other major metropolitan areas in the nation. The Washington, D.C., Boston and San Francisco metropolitan areas, among others, are experiencing labor shortages which have been further aggravated by below national average unemployment rates since 1985. This has occurred during a period in which these same geographic areas have experienced unprecedented growth in jobs.

The demand for employees in these areas of already low unemployment has led to increases in population, with concomitant increases in demand for housing. As a result, labor shortage areas nationwide have exhibited dramatic increases in rent and housing prices.

National estimates indicate that one-third of new jobs are in low wage positions with annual salaries of under \$20,000. It is clear that the escalating cost of housing has the most severe impact on this population. However, it is important to realize that availability of affordable housing is only one of the factors in the labor shortage problem. Another factor of equal significance is the reduced growth in labor force resulting from national demographic and other changes, such as aging of population, reduction in number of youth, and more restrictive immigration laws.

[This survey would provide the County with an excellent opportunity to gain a greater understanding of the types of employment opportunities which exist in Montgomery County, of travel behavior patterns of employees, and of

demographic data on those who work in the County. Our staff would be happy to participate in a committee which could help OED develop such a survey instrument. Currently, the County has up-to-date demographic data only on those who reside within the County and not on those who are employed here. However, while there have been recent employee surveys in the Bethesda CBD for the Metrorail, and on the Silver Spring area for the Transportation Management District, their orientation was on travel behavior and not on labor needs. We recommend that the County collect the following types of information in this employer based survey:]

- [* Number of full-time and part-time jobs;
- * Types of jobs which employers offer;
- * Hours of operation;
- * Salary levels of employees;
- * How employees travel to work;
- * How long it takes employees to travel to work;
- * Provision, if any, of traffic alleviation measures;
- * Location of employees' residences;
- * Age of employees; and
- * Employees' household size.]

E. PROFILE OF HOUSING NEEDS

The County Council also asked for a profile of Montgomery County's housing needs. The Executive's Third Annual Housing Report, the Office of Landlord and Tenants Affairs' April 1988 Vacancy Report, and the Planning Department's 1988 Trends and Forecasts report provide a response to this request. The policy area statistical profiles in Appendix 2 provide housing information such as mix of unit types, median sales prices, and housing cost-income burden data. In addition, information which may be obtained from an OED survey of employers and employees will provide very useful information about possible housing needs among people who work but do not reside in Montgomery County.

1. The County's Housing Accomplishments

Montgomery County has made great progress in helping to provide suitable and affordable housing for its residents. Over the past five years, housing production in the County has averaged over 8,900 units. Compared to other jurisdictions in the Washington, D.C. metropolitan area, the County has been successful in maintaining and expanding its rental housing inventory. According to the Washington D.C. Field Office of the U.S. Department of Housing and Urban Development, Montgomery County's rental housing inventory grew by 4.5 percent between 1980 to 1984, as compared to a loss of 2.7 percent in Fairfax County and of 2.8 percent in the District of Columbia. The HUD Field Office also reports that Montgomery County led the metropolitan area's suburban jurisdictions in the provision of subsidized rental housing from 1975 to 1984.

To help prevent the Annual Growth Policy from interfering with the provision of a balanced and adequate housing supply, particularly the provision of affordable housing, the Council has allocated a special ceiling

for affordable housing in the Annual Growth Policy. Since this provision was made part of the Growth Policy, the Planning Board has approved two affordable housing projects. The first project, Campus Apartments, is a 218-unit garden apartment complex in Germantown East. About 40 percent of the units in this development will be occupied by households at or below 60 percent of the area median income, adjusted for family size. The second, Burnt Mills Crossing, is a 136-unit complex in Fairland/White Oak. It includes 16 townhouses and 120 garden apartment units. All of the units in the Burnt Mills Crossing complex will be occupied by households at or below 60 percent of the area median income.

Despite this progress, Montgomery County continues to suffer from a housing affordability problem. The following provides a summary of findings about Montgomery County's housing needs. For a more complete description, the reader should reference the above referenced reports.

2. Profile of the County's Housing Needs

- a. About 17,500 low-income rental households in the County need deep subsidy assistance and currently are not being helped.**

There are some 26,000 low-income renter households which qualify for deep subsidy housing assistance under the County's low income public housing and Section 8 rental assistance programs' eligibility limits, according to the Executive's draft Third Annual Housing Report. Of these, about 7,000 receive assistance and 17,500 have unmet housing needs. The majority of households which are eligible for these programs have incomes which fall below 50 percent of the area median income, depending on household size.

- b. An additional 1,900 moderate-income renter households in the County endure excessive rent/income burdens, qualify for the County's shallow subsidy programs, and currently are not being helped.**

A total of some 22,000 moderate-income renter households in Montgomery County qualify for the County's several shallow subsidy programs, according to the Executive's draft Third Annual Housing Report. Of these, about 14,500 are not receiving assistance, but only 1,900 households are enduring excessive rent burdens of more than 30 percent of income. The Department of Housing and Community Development estimates that the needs of these 1,900 households with excessive rent burdens can be cut in half through the production of new housing under HOC's Revenue Bond Finance Rental program, the Moderately Priced Dwelling Unit program (MPDU), and DHCD's Sponsored One-Parent Housing program.

- c. The proportion of renter households enduring excessive rent burdens in Montgomery County is increasing, but remains below the national rate.**

About 26 percent of the County's 73,000 renter households endured rent income ratios of 30 percent or more in 1984. The Planning Department estimates that the incidence of excessive rent burdens in 1987 increased to

more than 29 percent of renter households, based on 1987 Census Update data. Both these percentages are well below the nationwide incidence rate as reported in the Urban Institute study, "Urban Housing in the 1980's; Markets and Policies." This study reported that one-third of all urban renters in the U.S. in 1983 were spending 35 percent or more of income for rent. In Montgomery County, only 18.1 percent of renter households were spending 35 percent or more of their income on housing in 1984. This proportion rose to about 21 percent in 1987. In 1987 these excessive rent burdens were highest among one-person and five-or-more-person households and among the elderly.

d. Montgomery County's rental market continues to be tight.

According to the Office of Landlord and Tenant Affairs' April 1988 Annual Vacancy Survey, vacancy rates, while improving, still remain below the 5.0 to 6.0 percent rate considered desirable for a fast-growing, vigorous local housing market. The County's vacancy rate rose by three-tenths of a percentage point from 4.0 percent in 1987 to 4.3 percent in 1988. Nationally, the vacancy rate for all rental units inside SMA's was 7.7 percent in 1987, up from 7.2 percent in 1986, an increase of five-tenths of a percentage point.

e. Some 18,000 County homeowners bear excessive housing costs.

About 18,000 homeowners are estimated to be suffering from excessive housing expense burdens; i.e., where monthly PITI expenses exceed the industry norm of 28 percent of income, according to the Executive's draft report. Almost 40 percent of these households receive some assistance in the form of an income tax credit from the state.

f. New housing prices are rising rapidly and becoming less affordable.

The County's affordability index for buying a new home dropped below 100 for the first time since 1983, according to the Planning Department's 1988 Trends and Forecasts report. This indicates that the County is suffering from a decline in affordability and that more than half of the County's households are priced out of the new homebuying market. This decline in affordability can largely be explained by the large gain in new home prices. The median price of new homes in Montgomery County rose by more than 15 percent, from \$127,950 in 1986 to \$147,750 in 1987.

The 1987 surge in median sales prices of new detached and townhouse single-family units is not unique to Montgomery County. Nationally, according to the U.S. Bureau of the Census, the median price of newly built single-family houses rose by 13.6 percent from \$92,000 in 1986 to \$104,500 in 1987. During the first seven months of 1988, the median price of a new house rose an additional 18.2 percent in the U.S.

g. Resale prices also are rising rapidly.

The median sales price of an existing single-family house increased by 6.3 percent in Montgomery County, rising from \$110,000 in 1986 to \$116,900 in 1987. Resale prices in the Washington, D.C. metropolitan area rose even

more rapidly from \$101,600 in 1986 to \$114,200 in 1987, a 12.4 percent increase, according to the National Association of Realtors. Similar to Montgomery County, median resale prices in the U.S. increased by about 6.6 percent.

F. CRITERIA USED IN SETTING STANDARDS OF HIGHWAY SERVICE

The County Council asked the Planning Board to analyze in greater detail several aspects of measuring level of service (LOS) in preparing the FY 89 AGP. The Planning staff [We] completed that work last year and summarized it in a revised Chart 1 in the FY 89 and FY 90 AGPs, and in Chapters 5 and 6 of the Planning Department's December 1987 "Alternative Transportation Scenarios and Staging Ceilings" report. This work included:

- * Refining the basis of setting LOS standards based upon a broader definition of transit availability. This included an assessment of coverage, route density, frequency, and accessibility of transit service.
- * Discussing alternative measures for the average level of service for highways including: volume to capacity ratio, travel time, vehicle delay, average queue lengths, average speed, the number of vehicles-in-motion on the highway network, the density of vehicles on the highway system, the number of stops, and an index of user satisfaction based upon relative speeds of different modes for different trip lengths.
- * Reviewing material that illustrates how different people perceive different levels of service differently. This includes a discussion of how LOS conditions vary according to the direction and time period during which a traveler is traveling.
- * Presenting a discussion of the effect of transit service and traffic alleviation measures on providing transportation capacity.
- * Clarifying how capacity provided by transit and traffic alleviation measures is accounted for in setting staging ceilings for the Annual Growth Policy.

The Transportation and Environment (T&E) Committee of the Council was assigned by the Council during their worksessions in June 1988 on the FY 89 AGP to address these and related matters. An initial worksession on measuring average level of service was held by the T&E Committee on November 21, 1988. The worksession included a brief review of the techniques that are being used, or could be used, as measures of congestion. They included: average volume-to-capacity ratios, critical lane movements, queues, delay and travel time. A major part of the agenda focused on how these measures of area-wide congestion can be applied to specific policy areas. The North Bethesda policy area was used as a case example. Display maps were presented which showed patterns of localized congestion within the North Bethesda area which form the main basis of estimating the overall average level of service for the area. After considerable discussion, the T&E Committee indicated that they would like to meet further on this subject.

G. ADMINISTRATIVE PROBLEMS WITH THE ANNUAL GROWTH POLICY

1. The Problem

In administering the Annual Growth Policy, the Planning Board has identified a problem in assigning remaining capacity to pending complete preliminary plan applications. Because there is a time gap between when a complete application is submitted and when this application is scheduled on a regular Planning Board Agenda, an issue arises as to when the remaining capacity should be "frozen" for the purpose of reviewing a particular subdivision. As the AGP resolution is currently written, each plan is reviewed against the capacity remaining at the time the application is accepted as complete. As a result, a number of complete pending applications can call upon the same remaining capacity to determine whether there is sufficient capacity to approve that particular subdivision. Not until there is zero or negative remaining capacity does a new application encounter a staging ceiling constraint. Consequently, this makes it possible for the Planning Board to approve preliminary plans above the Council adopted transportation staging ceilings. The following summarizes the Planning Board [our] proposed Annual Growth Policy language changes which would tighten this up.

2. Planning Board Recommended Solution

The text of this language appears in the draft AGP resolution, Section A. Guidelines for Transportation Facilities, Section (1) Policy Area Review, Subsection (f), General Application and Review Procedures for Transportation. This new language establishes procedures for allocating available staging ceiling capacity to pending preliminary plans of subdivision. Similar to current procedures, each preliminary plan would be assigned an application date which coincides with the date the application was accepted as complete by the Planning Department. Instead of using this date to determine the amount of remaining capacity as we currently do, this date would be used to determine the order in which completed applications would be allocated available ceiling capacity. Once the remaining capacity is used up in a policy area, the remaining pending complete applications must wait their turn for the transportation staging ceiling to be increased.

Similar to the existing AGP language, there are different procedures for handling applications in areas in which there is positive remaining capacity and in areas where there is negative remaining capacity. In areas where there is negative remaining capacity, Planning Department staff will keep a list of pending complete applications. When capacity becomes available, the applicant(s) at the front of the line will have one month to request background transportation data from the Planning Board staff for the purpose of preparing an updated traffic study. After receiving this data, the applicant [application] will have one additional month to submit an updated traffic study. If the background data is supplied during the summer months, the applicant will have until October 15 to submit a completed traffic study. If either of these two deadlines is not met, the applicant will lose his [its] place in line and the new application date will be the date the applicant submits the new traffic study.

In policy areas where there is remaining staging ceiling capacity, the application date will remain in effect for six months. If more than six months elapse between the complete application date and the date the plan is first scheduled on a regular Planning Board Agenda for action, the application will lose its place in line and the new application date will become the date the applicant submits an updated traffic study.

Because this change creates a queue of complete pending applications for policy areas with a positive remaining capacity, we need additional rules on how to manage this queue. For example, we do not want a slow applicant at the head of the line to needlessly hold up other applicants in line if there is capacity to accommodate all of them. Thus, the Planning Board recommends that a pending preliminary plan can be approved out of sequence with the established queue if the remaining capacity is sufficient to approve all other complete pending applications in the queue ahead of the subject plan. Any additions to the pipeline, such as sewer authorizations or approvals from the cities of Rockville and Gaithersburg, will not change the status of projects at the head of the queue and prevent them from being approved.

3. County Executive Recommendations

The County Executive supports the Planning Board recommended changes to the subdivision review procedures. The Executive notes that large development projects will likely have more trouble coping with this procedure than will smaller projects. The problem is that growth capacity becomes available often in small increments in any given policy area, causing difficulty in scheduling of larger multi-stage projects. Larger projects also will have problems resolving all outstanding traffic issues within the six months deadline in areas where there is remaining staging capacity. The Planning Board should continue to be flexible in granting extensions for larger projects. The County should continue to look for ways to equitably handle large multi-stage development projects within the constraints of our growth management system.

Following are some additional Executive recommendations:

- o Official Queue List. Because so much hinges on where the application is in the queue, applicants should be able to rely on a system for keeping track of applications that is visible, fair and easy to understand. The Executive recommends that the Planning Board produce information on the status of the queue by policy area. This information should be a regular report, published at least quarterly.
- o Notification of Inadequate Traffic Study. Neither the current system nor the Planning Board's recommended changes address the problem that could arise if the applicant's updated traffic study is inadequate. (The applicant risks losing his place in line if he exceeds the deadline for submitting a traffic analysis.) The Executive recommends adding a step in the subdivision review procedures that requires the planning staff to notify the applicant within 15 days of receipt of the updated traffic analysis of any inadequacies in the analysis. If notified of inadequacies in the traffic analysis, the applicant would be given 15 days to correct the inadequacies without losing his place in the queue.

- o The County Executive recommends that the Planning staff and the Executive staff work together to improve public understanding of the subdivision process. Procedures should be in written form, clearly establishing all information that is required as part of the application; who is responsible for determining the adequacy of information submitted for APFO and other aspects of subdivision approval, and what the deadlines are for both the applicant and staff.

Chapter III:

FY 90

Growth Ceiling

Recommendations

FY 90 GROWTH CEILING RECOMMENDATIONS

A. TRANSPORTATION STAGING CEILINGS

The Executive's FY 90 recommended ceilings, shown in Table 1, are slightly greater in the Olney area than those which were adopted by the Council in FY 89. In other areas of the County, the Executive recommends no increases in ceilings. A full transportation analysis by the planning staff, incorporating transportation improvements to be completed in the first four years of the FY 90-95 CIP, will be needed to confirm the ceilings before Council action on the Annual Growth Policy in June 1989.

1. Recommended FY 90 Ceilings

The Executive's FY 90 recommended ceilings, which are based on road projects in the first four years of the FY 90-95 CIP and the State FY 89-94 CTP, are greater than the adopted FY 89 ceilings only in the Olney policy area. The Laytonsville-Spring Road reconstruction to a four-lane divided highway would add 500 jobs and 500 housing units in the FY 90 ceilings in the Olney area. These ceilings result in a positive remaining capacity for jobs in Olney, removing a moratorium that had been in place there.

The Executive considered the Planning Board's "anticipated" growth scenario when evaluating capital budget requests. The Executive determined that some roads included in the Board's scenario, which would have allowed additional ceiling capacity in the Cloverly, Fairland/White Oak and Germantown East policy areas, would need to be delayed due to budget constraints.

Also, certain road projects that were counted in the FY 89 staging ceilings have been delayed beyond the first four years of the Recommended FY 90-95 CIP. As a result, the adopted FY89 ceilings may need to be lowered in FY 90 for the Cloverly, Fairland/White Oak and Germantown West policy areas. Whether this means additional moratoria, for jobs in Cloverly and Germantown West, must await a full transportation model analysis by the planning staff.

2. FY 89 Ceilings and Comparison to Recommended FY 90 Ceilings.

This section of the FY 90 Annual Growth Policy contains several new tables that show the relationship between existing development and the total amount of development that can be supported in each policy area by the County's transportation program. Other tables compare the FY 89 and FY 90 ceilings. This information is useful to the Council, as well as to the public, because it conveys a clearer sense of the marginal increases in growth that are permitted by this Annual Growth Policy.

The following new tables are included:

Table 2 - Shows the total amount of development that can be approved in each policy area (the gross ceiling), existing development (the base), and the difference between these two (the net ceiling). The Executive recommends and the Council approves the net ceiling each year.

Table 3 - Shows the net ceiling for jobs in each policy area, the pipeline of approved development through November 23, 1988, and the remaining capacity for both FY 89 and Recommended FY 90.

Table 4 - Shows the net ceiling for housing in each policy area, the pipeline of approved development through November 23, 1988, and the remaining capacity for both FY 89 and Recommended FY 90.

Several new maps and figures are also included:

Figure 2 A map showing the policy areas in moratorium as a result of the Council approved FY 89 AGP.

Figure 3 A map showing the policy areas in moratorium as of November 23, 1988, based on the FY 89 ceilings.

Figure 4 A map showing the policy areas expected to be in moratorium under the Recommended FY 90 AGP.

Figure 5 Bar charts for jobs in each policy area, showing existing development, the pipeline, and remaining capacity for FY 89.

Figure 6 Bar charts for housing in each policy area, showing existing development, the pipeline, and remaining capacity in FY 89.

B. PUBLIC SCHOOL CAPACITIES

The Executive recommends the adoption of the ceilings shown on Tables 5, 6 and 7. Under the adopted methodology for determining if school capacity is adequate, the Executive has determined that there is sufficient capacity in all the high school clusters where residential subdivisions can be approved.

TABLE 1

Recommended FY 90 Transportation Ceilings
(January 1988 Base) [1]

Policy Areas[2]	Jobs Ceilings	Housing Units Ceilings
Bethesda CBD	8,211	1,865
Bethesda/Chevy Chase	11,086	4,079
Cloverly [3]	320	(565)
Damascus	758	(294)
Fairland/White Oak [3]	(2,354)	(1,051)
Gaithersburg East	8,612	7,367
Gaithersburg West	25,137	5,879
Germantown East	5,267	1,768
Germantown West [3]	8,786	4,134
Kensington/Wheaton	7,434	6,374
North Bethesda	5,605	1,421
Olney	1,367	3,399
Potomac	3,118	3,973
Rockville	16,854	1,869
Silver Spring CBD	12,466	3,382
Silver Spg/Takoma Pk	1,033	725
	-----	-----
County Wide	116,054	46,235
=====		

NOTE: NUMBERS IN COLUMN MAY NOT SUM TO COUNTY WIDE TOTALS AS NEGATIVE NUMBERS ARE TREATED AS ZERO FOR SUMMATION PURPOSES.

- [1] The Ceilings indicate the amount of additional development that can be supported with the transportation capacity available from the first four years of the recommended FY 90-95 CIP, and the FY 89-94 CTP. Negative numbers, shown in parentheses, indicate the amount by which the estimated level of development exceeds the FY 90 ceilings.
- [2] Although Ceilings are shown for all Policy Areas, development in Potomac is controlled through Zoning/Water/Sewer constraints and in Bethesda by the Cordon Capacities established in the CBD Sector Plan.
- [3] Policy Areas for which the FY 90 net staging ceilings may need to be reduced because road projects included in the FY 89-94 CIP have been delayed by 2 or more years in the FY 90-95 CIP

TABLE 2

Relationship Of Adopted FY 89 AGP Ceiling To Base

Policy Areas[4]	-----JOBS-----			-----HOUSING-----		
	FY 89 Gross[1] Ceiling A	1988 Base[2] Jobs B	FY 89 Net[3] Ceiling C=A-B	FY 89 Gross[1] Ceiling D	1988 Base[2] Housing E	FY 89 Net[3] Ceiling F=D-E
Bethesda CBD	38,001	29,790	8,211	7,005	5,140	1,865
Bethesda/Chevy Chase	58,496	47,410	11,086	32,999	28,920	4,079
Cloverly	1,000	680	320	4,125	4,690	(565)
Damascus	1,998	1,240	758	1,996	2,290	(294)
Fairland/White Oak	22,496	24,850	(2,354)	22,499	23,550	(1,051)
Gaithersburg East	50,002	41,390	8,612	34,997	27,630	7,367
Gaithersburg West	43,497	18,360	25,137	17,999	12,120	5,879
Germantown East	8,497	3,230	5,267	5,248	3,480	1,768
Germantown West	14,496	5,710	8,786	13,504	9,370	4,134
Kensington/Wheaton	39,934	32,500	7,434	60,774	54,400	6,374
North Bethesda	67,005	61,400	5,605	14,501	13,080	1,421
Olney	5,997	5,130	867	9,999	7,100	2,899
Potomac	13,998	10,880	3,118	18,003	14,030	3,973
Rockville	67,004	50,150	16,854	18,499	16,630	1,869
Silver Spring CBD	43,766	31,300	12,466	7,992	4,610	3,382
Silver Spg/Takoma Pk	14,473	13,440	1,033	28,585	27,860	725
County Wide	490,660	377,460	115,554	298,725	254,900	45,735

NOTE: NUMBERS IN COLUMN MAY NOT SUM TO COUNTY WIDE TOTALS AS NEGATIVE NUMBERS ARE TREATED AS ZERO FOR SUMMATION PURPOSES.

- [1] The FY 89 Gross Ceiling is the estimated amount of total development that can be supported by the existing transportation system and the additional capacity available from the first four years of the approved FY 89-94 CIP and the FY 89-94 CTP.
- [2] The Base is the estimated amount of existing jobs or housing units in each Policy Area as of January, 1988. Estimates of the Base are subject to change following completion of a data base verification project in early 1989.
- [3] The Net Ceilings indicate the amount of additional development that can be supported over the base until the Gross Ceiling level is reached.
- [4] Although Net Ceilings are shown for all Policy Areas, development in Potomac is controlled through Zoning/Water/Sewer constraints and in Bethesda by the Cordon Capacities established in the CBD Sector Plan.

TABLE 3

JOBS
RELATIONSHIP OF FY 89/90 NET CEILINGS, PIPELINE AND REMAINING JOB CAPACITY
as of November 23, 1988

Policy Areas[2]	-----FY 89-----			-----FY 90-----		FY 89-90 Change Net Ceiling
	Net Jobs Ceiling	Pipeline [1]	Remain- ing Capacity	Net Jobs Ceiling	Remain- ing Capacity	
	A	B	C=A-B	D	E=D-B	F=E-C
	-----	-----	-----	-----	-----	-----
Bethesda CBD	8,211	8,036	175	8,211	175	0
Bethesda/Chevy Chase	11,086	761	10,325	11,086	10,325	0
Cloverly [3]	320	13	307	320	307	0
Damascus	758	478	280	758	280	0
Fairland/White Oak [3]	(2,354)	6,673	(9,027)	(2,354)	(9,027)	0
Gaithersburg East	8,612	14,095	(5,483)	8,612	(5,483)	0
Gaithersburg West	25,137	21,220	3,917	25,137	3,917	0
Germantown East	5,267	2,218	3,049	5,267	3,049	0
Germantown West [3]	8,786	7,715	1,071	8,786	1,071	0
Kensington/Wheaton	7,434	1,182	6,252	7,434	6,252	0
North Bethesda	5,605	6,143	(538)	5,605	(538)	0
Olney	867	925	(58)	1,367	442	500
Potomac	3,118	351	2,767	3,118	2,767	0
Rockville	16,854	15,516	1,338	16,854	1,338	0
Silver Spring CBD	12,466	11,778	688	12,466	688	0
Silver Spg/Takoma Pk	1,033	846	187	1,033	187	0
	-----	-----	-----	-----	-----	-----
County Wide	115,554	97,950	30,356	116,054	30,798	500

NOTE: NUMBERS IN COLUMN MAY NOT SUM TO COUNTY WIDE TOTALS AS NEGATIVE NUMBERS ARE TREATED AS ZERO FOR SUMMATION PURPOSES.

- [1] The pipeline is the total amount of approved but not constructed employment space in subdivisions through November 23, 1988 plus completed space since Jan. 1, 1988.
- [2] Although Net Ceilings are shown for all Policy Areas, development in Potomac is controlled through Zoning/Water/Sewer constraints and in Bethesda by the Cordon Capacities established in the CBD Sector Plan.
- [3] Policy Areas for which the FY 90 net staging ceilings may need to be reduced because road projects included in the FY 89-94 CIP have been delayed by 2 or more years in the FY 90-95 CIP.

TABLE 4

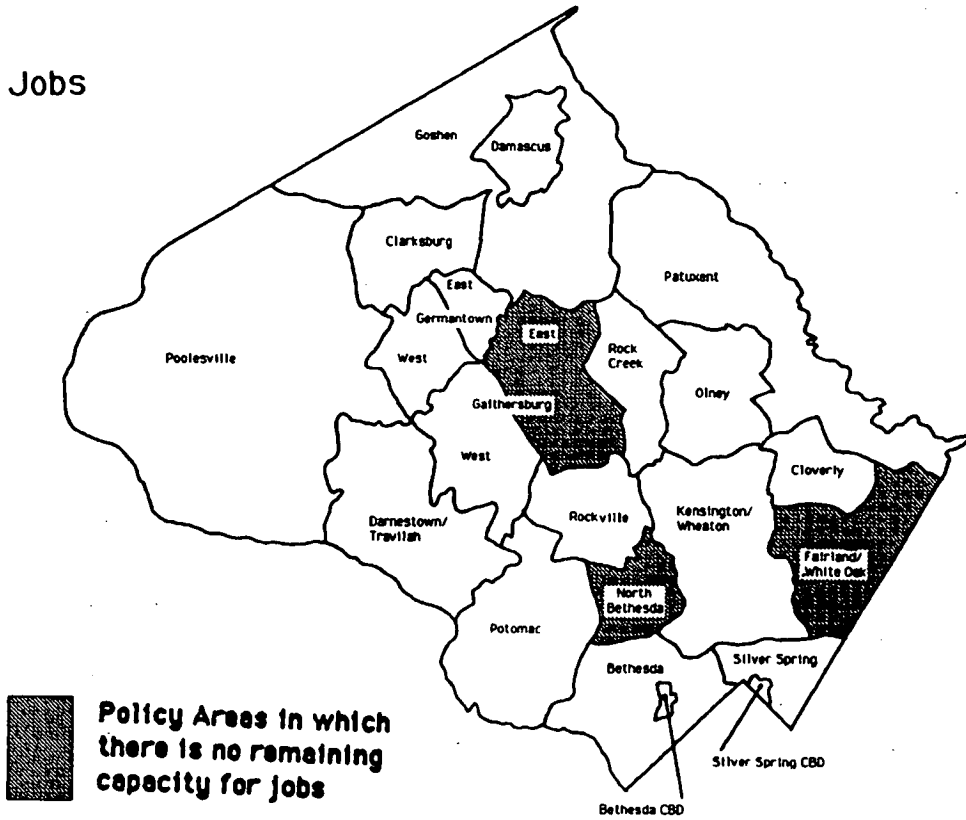
HOUSING
RELATIONSHIP OF FY 89/90 NET CEILINGS, PIPELINE AND REMAINING CAPACITY
as of November 23, 1988

Policy Areas[2]	-----FY 89-----			-----FY 90-----		FY 89-90 Change Net Ceiling
	Net Housing Ceiling	Pipeline [1]	Remain- ing Capacity	Net Housing Ceiling	Remain- ing Capacity	
	A	B	C=A-B	D	E=D-B	F=E-C
	++++++	++++++	++++++	++++++	++++++	++++++
Bethesda CBD	1,865	1,067	798	1,865	798	0
Bethesda/Chevy Chase	4,079	1,613	2,466	4,079	2,466	0
Cloverly [3]	(565)	614	(1,179)	(565)	(1,179)	0
Damascus	(294)	372	(666)	(294)	(666)	0
Fairland/White Oak [3]	(1,051)	2,895	(3,946)	(1,051)	(3,946)	0
Gaithersburg East	7,367	5,553	1,814	7,367	1,814	0
Gaithersburg West	5,879	5,250	629	5,879	629	0
Germantown East	1,768	1,856	(88)	1,768	(88)	0
Germantown West [3]	4,134	4,134	0	4,134	0	0
Kensington/Wheaton	6,374	3,798	2,576	6,374	2,576	0
North Bethesda	1,421	1,690	(269)	1,421	(269)	0
Olney	2,899	2,762	137	3,399	637	500
Potomac	3,973	1,985	1,988	3,973	1,988	0
Rockville	1,869	402	1,467	1,869	1,467	0
Silver Spring CBD	3,382	384	2,998	3,382	2,998	0
Silver Spg/Takoma Pk	725	156	569	725	569	0
	-----	-----	-----	-----	-----	-----
County Wide	45,735	34,531	15,442	46,235	15,942	500

NOTE: NUMBERS IN COLUMN MAY NOT SUM TO COUNTY WIDE TOTALS AS NEGATIVE NUMBERS ARE TREATED AS ZERO FOR SUMMATION PURPOSES.

- [1] The pipeline is the total amount of approved but not constructed housing units in subdivisions through November 23, 1988 plus completed units since January 1, 1988.
- [2] Although Net Ceilings are shown for all Policy Areas, development in Potomac is controlled through Zoning/Water/Sewer constraints and in Bethesda by the Cordon Capacities established in the CBD Sector Plan.
- [3] Policy Areas for which the FY 90 net staging ceilings may need to be reduced because road projects included in the FY 89-94 CIP have been delayed by 2 or more years in the FY 90-95 CIP.

Jobs



Housing

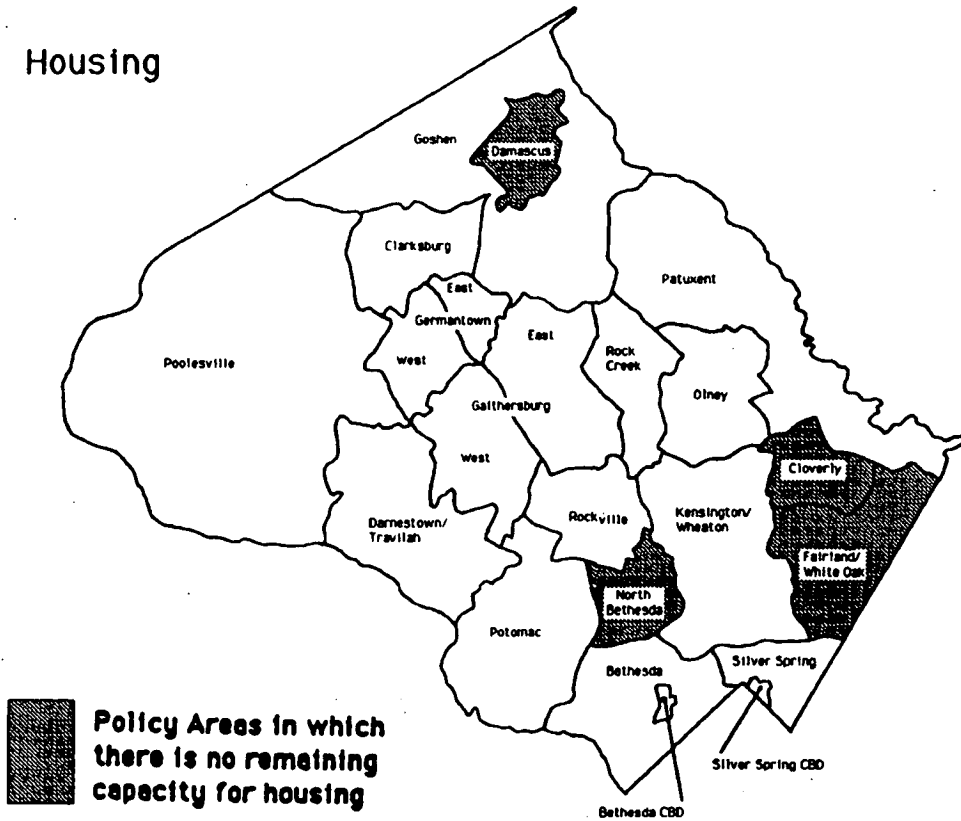
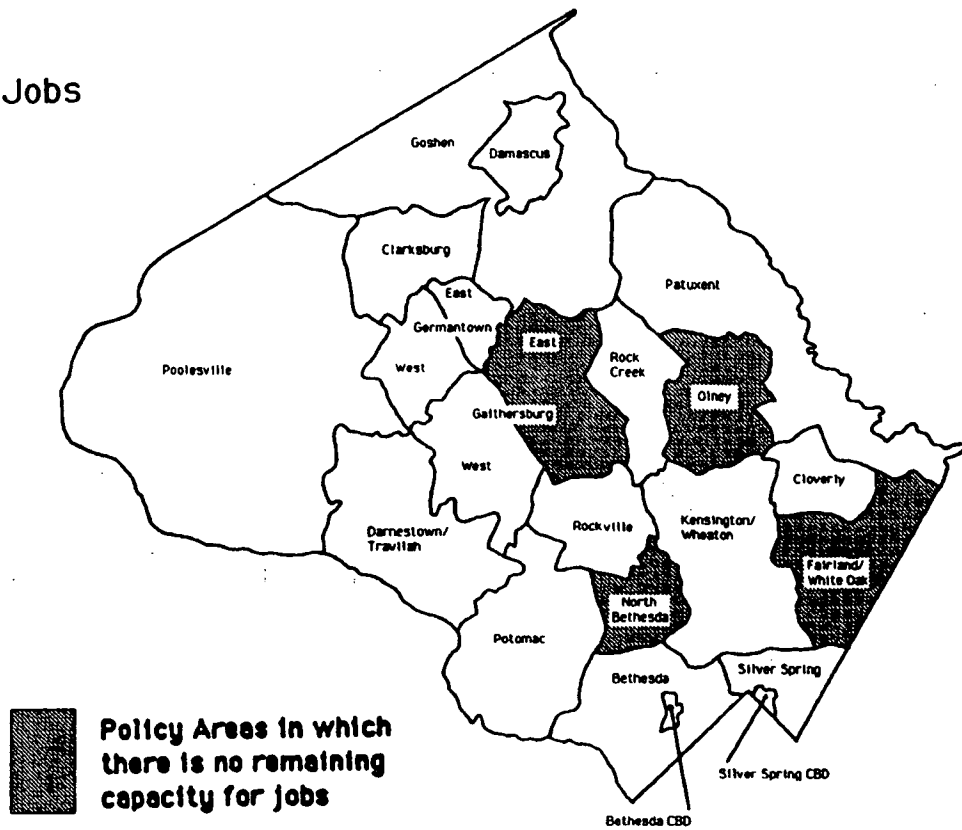


Figure 2

FY89 AGP Adopted (as of 7/1/88)

Jobs



Housing

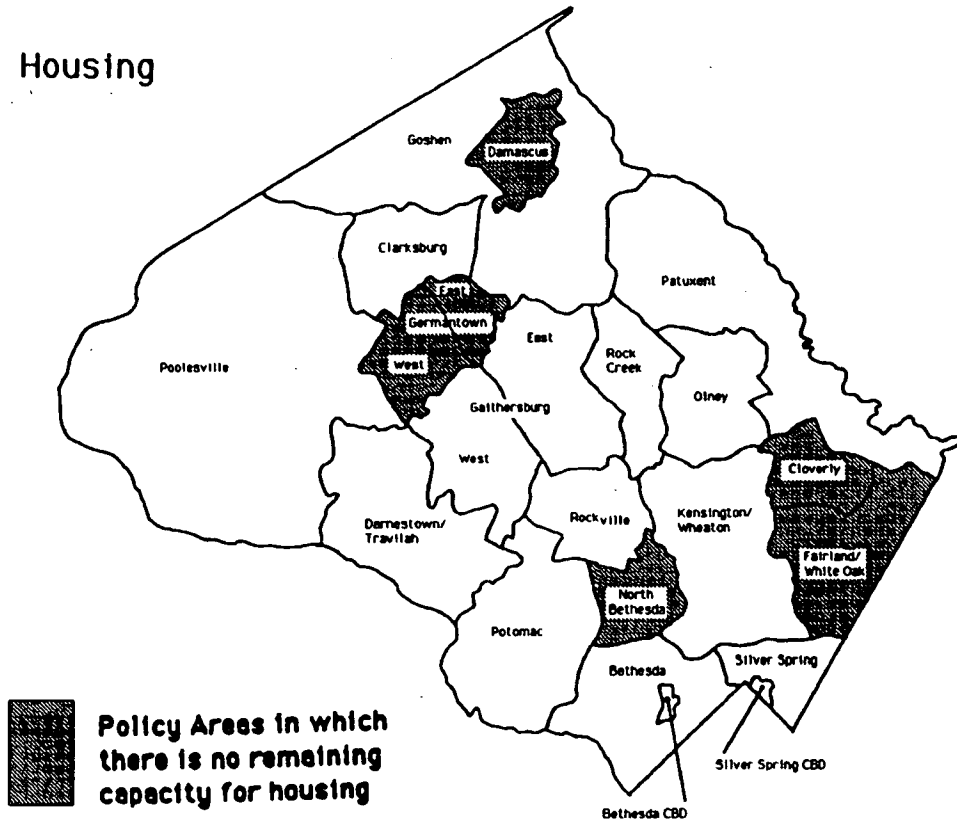
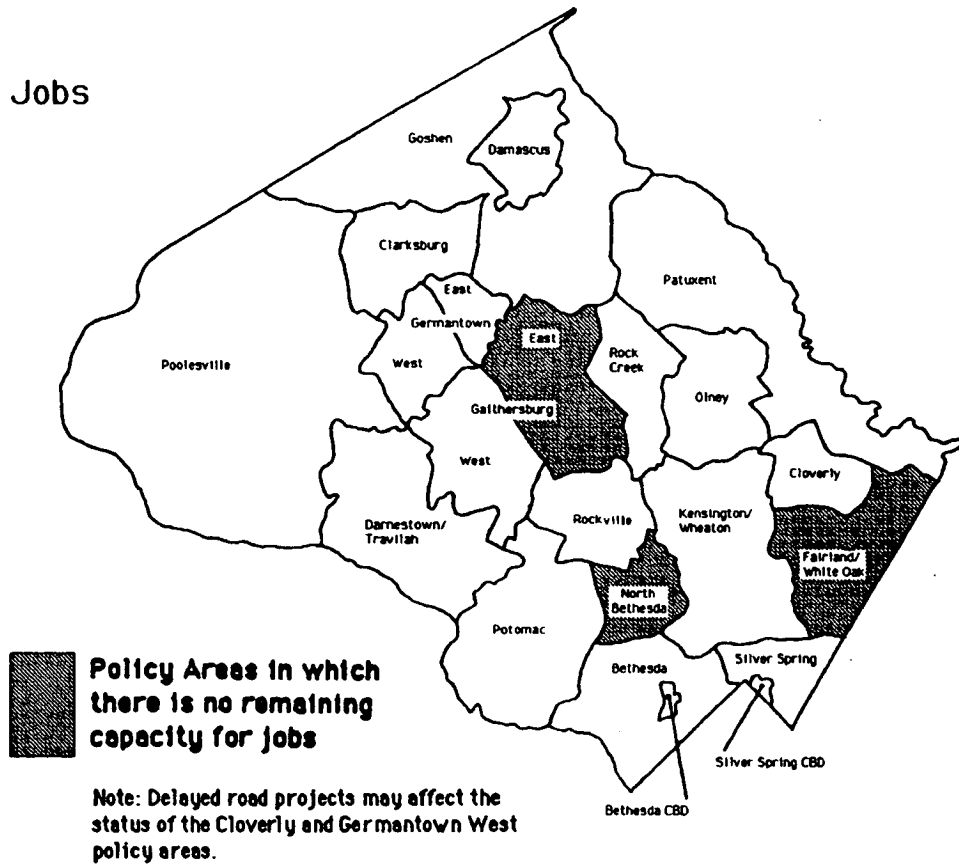


Figure 3

FY89 AGP Adopted (as of 11/23/88)

Jobs



Housing

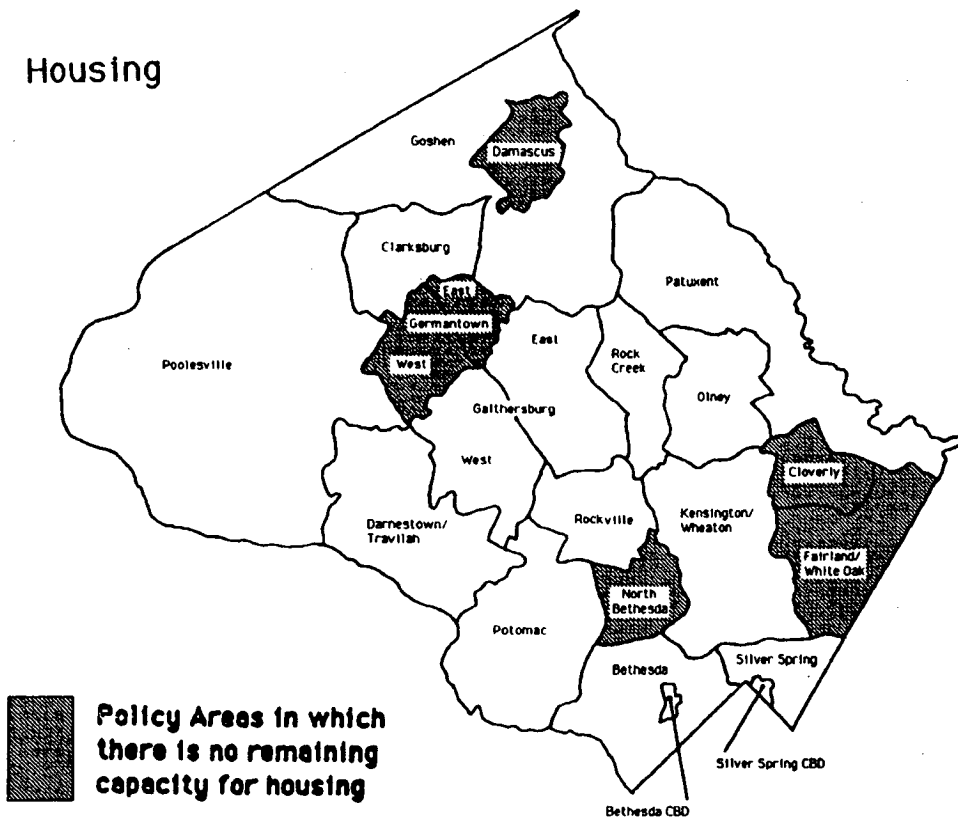


Figure 4

FY90 AGP Recommended

Figure 5

COMPARISON OF BASE, PIPELINE AND FY 89 REMAINING
CAPACITY FOR JOBS, BY POLICY AREA
As Of November 23, 1988

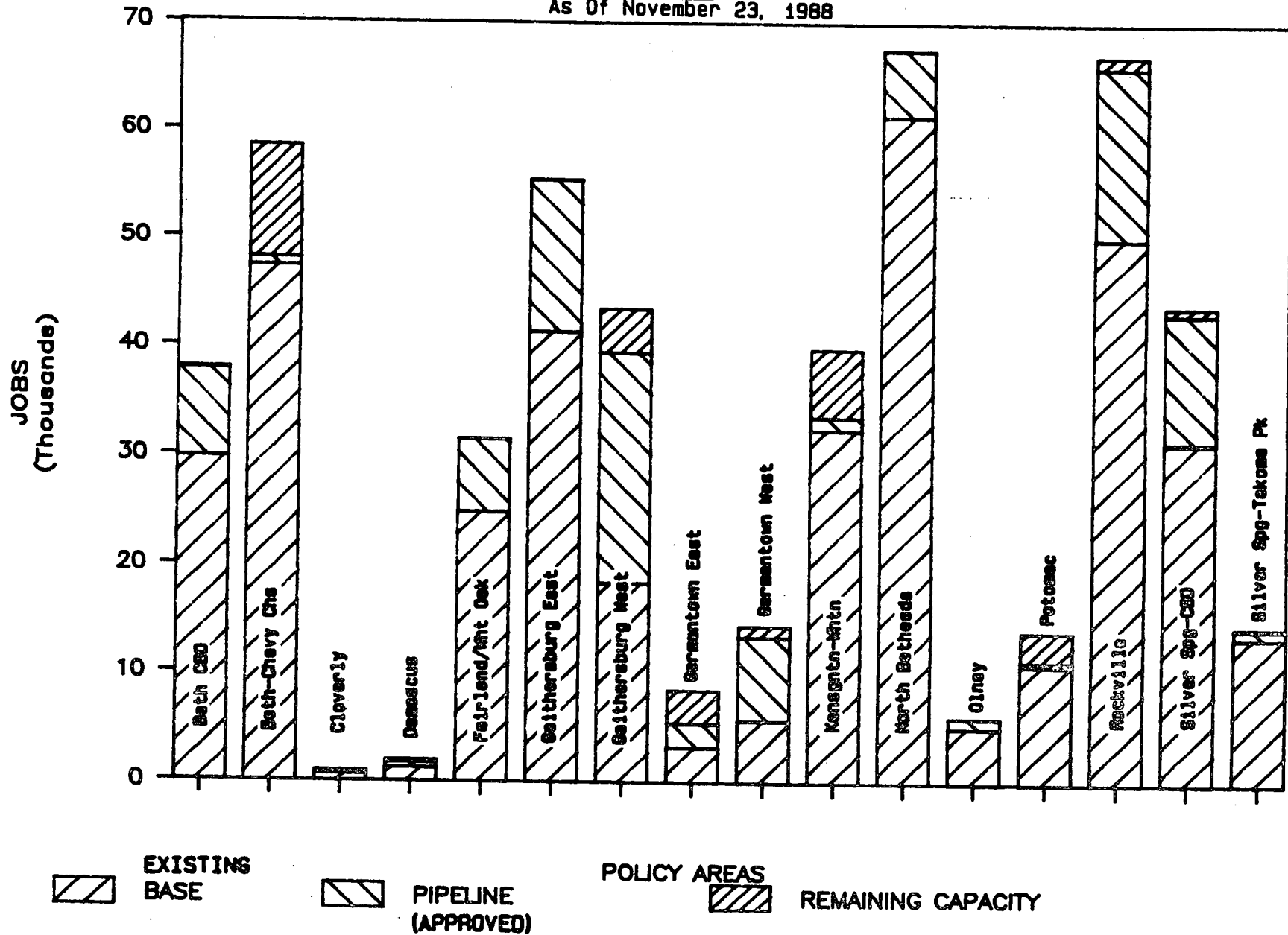


Figure 6

COMPARISON OF BASE, PIPELINE AND FY 89 REMAINING
CAPACITY FOR HOUSING, BY POLICY AREA

As Of November 23, 1988

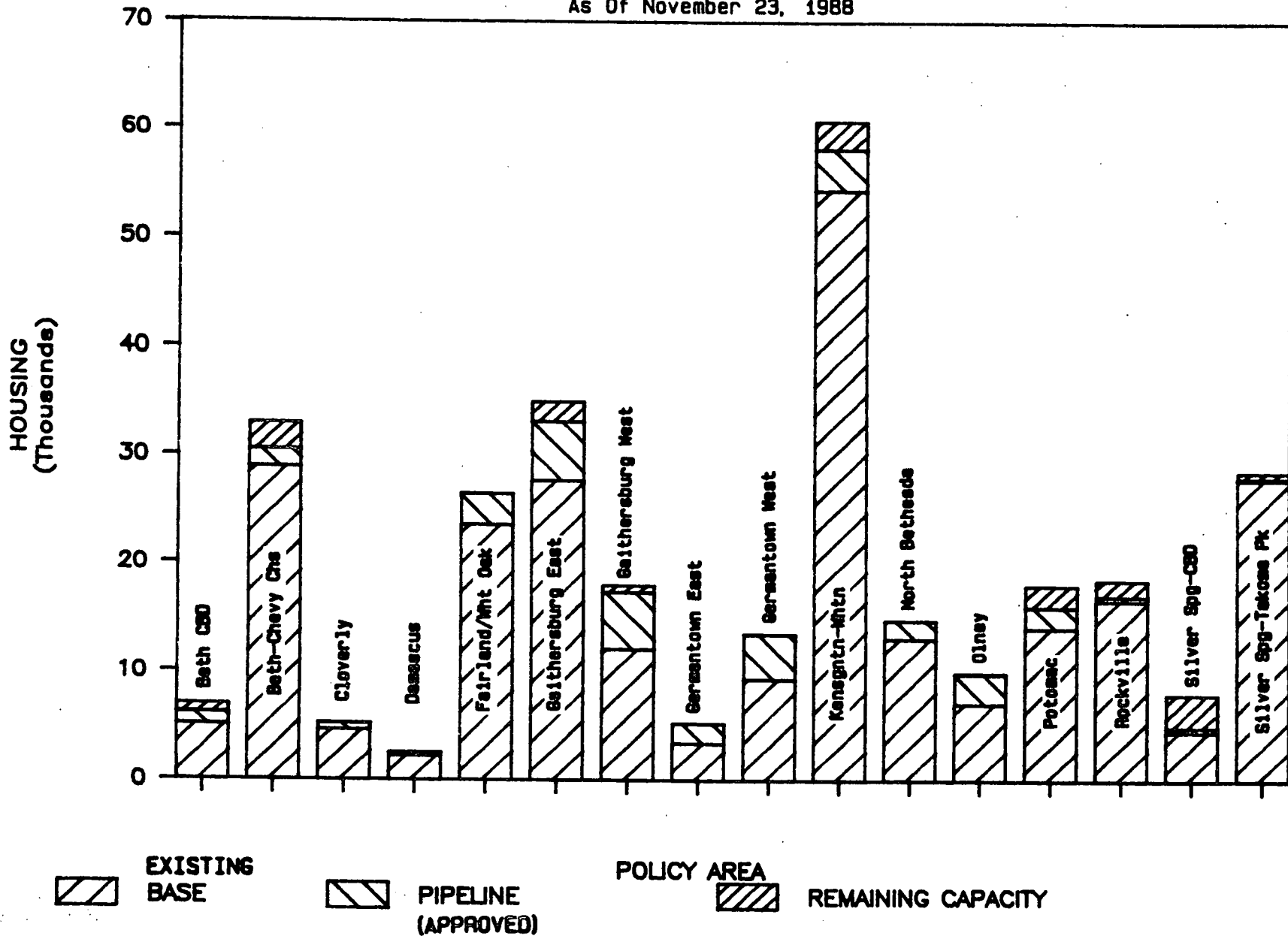


Table 5

COUNTY EXECUTIVE'S RECOMMENDED FYs 90 - 95 CIP
ELEMENTARY SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA
PROJECTED 1993 ENROLLMENT, EXECUTIVE'S RECOMMENDED CAPACITY

	A	B	C	D	E
GEOGRAPHIC AREA	SEPTEMBER 1993	100 PERCENT		110 PERCENT	
HIGH SCHOOL CLUSTER	ENROLLMENT	PROGRAM CAPACITY	CAPACITY REMAINING	PROGRAM CAPACITY	CAPACITY REMAINING
AND AREA	PROJECTED BY	COUNTY EXECUTIVE'S	AT 100 PERCENT	COUNTY EXECUTIVE'S	AT 110 PERCENT
	MCPS	RECOMMENDED	B - A	RECOMMENDED	D - A
		FYs 90-95 CIP		FYs 90-95 CIP	
BLAIR	4968	5169	201	5686	718
EINSTEIN	2946	2961	15	3257	311
KENNEDY	2723	2609	-114	2870	147
PAINT BRANCH	3951	4081	130	4489	538
SHERWOOD	3119	3520	401	3872	753
SPRINGBROOK	3944	4464	520	4910	966
WHEATON	2628	2823	195	3105	477
TOTAL AREA 1	24279	25627	1348	28190	3911
BETHESDA-CHEVY CHASE	3013	2924	-89	3216	203
CHURCHILL	2447	2489	42	2738	291
WALTER JOHNSON	3054	2824	-230	3106	52
R. MONTGOMERY	2415	2497	82	2747	332
ROCKVILLE	2473	2799	326	3079	606
WHITMAN	2161	2168	7	2385	224
TOTAL AREA 2	15563	15701	138	17271	1708
DAMASCUS	3310	3345	35	3680	370
GAITHERSBURG	5964	6199	235	6819	855
MAGRUDER	2399	2458	59	2704	305
POOLESVILLE	1149	1351	202	1486	337
QUINCE ORCHARD	3849	4204	355	4624	775
SENECA VALLEY	4999	5393	394	5932	933
WATKINS MILL	3590	3498	-92	3848	258
WOOTTON	3216	3379	163	3717	501
TOTAL AREA 3	28476	29827	1351	32810	4334
TOTAL COUNTY	68318	71155	2837	78271	9953

SOURCES: BOARD OF EDUCATION'S REQUESTED FY 90 CAPITAL BUDGET AND THE FY 90 TO FY 95 CAPITAL IMPROVE AND COUNTY EXECUTIVE'S RECOMMENDED CAPITAL IMPROVEMENTS PROGRAM FISCAL YEARS 1990 - 1995.

Program capacity is 25 students per classroom grades 1-6 and 44 students per classroom for half-day 22 students per all-day kindergarten. All-day kindergarten assumed where it is located in FY 89.

Numbers may not equal totals due to rounding.

Table prepared by Office of Management and Budget, December 17, 1988

Table 6

COUNTY EXECUTIVE'S RECOMMENDED FYs 90 - 95 CIP
JIM SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA
PROJECTED 1993 ENROLLMENT, COUNTY EXECUTIVE'S RECOMMENDED CAPACITY

GEOGRAPHIC AREA HIGH SCHOOL CLUSTER AND AREA	A	B	C	D	E
	SEPTEMBER 1993 ENROLLMENT PROJECTED BY MCPS	100 PERCENT PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FYs 90-95 CIP	CAPACITY REMAINING AT 100 PERCENT B - A	110 PERCENT PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FYs 90-95 CIP	CAPACITY REMAINING AT 110 PERCENT D - A
BLAIR	1439	1634	195	1797	358
EINSTEIN	1120	1197	77	1317	197
KENNEDY	1143	1624	481	1786	643
PAINT BRANCH	1542	1535	-8	1688	146
SHERWOOD	1292	1341	49	1475	183
SPRINGBROOK	1620	1854	234	2039	419
WHEATON	1035	1107	72	1218	183
TOTAL AREA 1	9191	10291	1100	11320	2129
BETHESDA-CHEVY CHASE	713	896	183	985	272
CHURCHILL	1199	1647	448	1812	613
WALTER JOHNSON	835	716	-120	787	-48
R. MONTGOMERY	999	896	-104	985	-14
ROCKVILLE	964	963	-1	1059	95
WHITMAN	1115	1017	-98	1119	4
TOTAL AREA 2	5825	6134	309	6747	922
DAMASCUS	819	891	72	980	161
GAITHERSBURG	1250	1179	-71	1297	47
MAGRUDER	1115	1080	-35	1188	73
POOLESVILLE	0	0	0	0	0
QUINCE ORCHARD	1023	1062	39	1168	145
SENECA VALLEY	1710	1850	140	2034	324
WATKINS MILL	890	738	-152	812	-78
WOOTTON	800	837	37	921	121
TOTAL AREA 3	7607	7637	30	8400	793
TOTAL COUNTY	22623	24061	1438	26467	3844

SOURCES: BOARD OF EDUCATION'S REQUESTED FY 90 CAPITAL BUDGET AND THE FY 90 TO FY 95 CAPITAL IMPROVE AND COUNTY EXECUTIVE'S RECOMMENDED CAPITAL IMPROVEMENTS PROGRAM FISCAL YEARS 1990 - 1995.

Program capacity is 90 percent of state rated capacity or 22.5 students per classroom.

Numbers may not equal totals due to rounding.

Table prepared by Office of Management and Budget, December 17, 1988.

Table 7

COUNTY EXECUTIVE'S FYs 90 - 95 CIP
 SENIOR HIGH SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA
 PROJECTED 1993 ENROLLMENT AND COUNTY EXECUTIVE'S RECOMMENDED

	A	B	C	D	E
GEOGRAPHIC AREA HIGH SCHOOL CLUSTER AND AREA	SEPTEMBER 1993 ENROLLMENT PROJECTED BY MCPS	100 PERCENT PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FYs 90-95 CIP	CAPACITY REMAINING AT 100 PERCENT B - A	110 PERCENT PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FYs 90-95 CIP	CAPACITY REMAINING AT 110 PERCENT D - A
BLAIR	2171	2039	-133	2242	71
EINSTEIN	1235	1386	151	1525	290
KENNEDY	1324	1350	26	1485	161
PAINT BRANCH	1605	1647	42	1812	207
SHERWOOD	1420	1287	-133	1416	-4
SPRINGBROOK	1960	1580	-380	1738	-222
WHEATON	1130	1233	103	1356	226
TOTAL AREA 1	10845	10522	-324	11574	729
BETHESDA-CHEVY CHASE	1291	1535	244	1688	397
CHURCHILL	1578	1476	-102	1624	46
WALTER JOHNSON	1209	1557	348	1713	504
R. MONTGOMERY	1455	1530	75	1683	228
ROCKVILLE	1194	1269	75	1396	202
WHITMAN	1338	1656	318	1822	484
TOTAL AREA 2	8065	9023	958	9925	1860
DAMASCUS	1236	1130	-107	1242	6
GAITHERSBURG	1773	1935	162	2129	356
MAGRUDER	1280	1355	75	1490	210
POOLESVILLE	626	860	234	945	319
QUINCE ORCHARD	1834	1890	56	2079	245
SENECA VALLEY	1779	1688	-92	1856	77
WATKINS MILL	1529	1458	-71	1604	75
WOOTTON	1705	1575	-130	1733	28
TOTAL AREA 3	11762	11889	127	13078	1316
TOTAL COUNTY	30672	31433	761	34576	3904

SOURCES: BOARD OF EDUCATION'S REQUESTED FY 90 CAPITAL BUDGET AND THE FY 90 TO FY 95 CAPITAL IMPROVEAND COUNTY EXECUTIVE'S RECOMMENDED CAPITAL IMPROVEMENTS PROGRAM FISCAL YEARS 1990 - 1995.

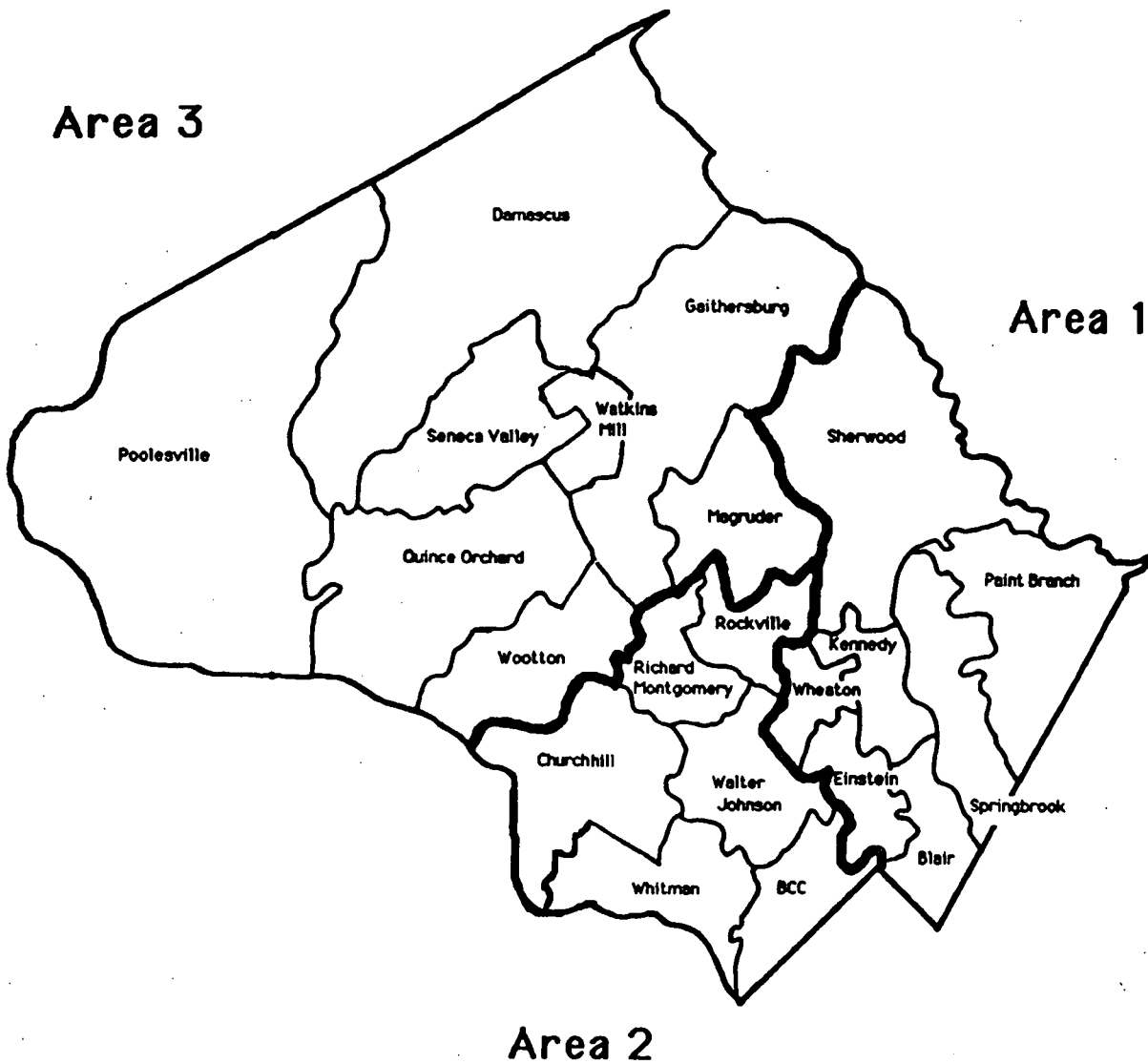
Program Capacity is 90 percent of state rated capacity or 22.5 students per classroom.

Numbers may not equal totals due to rounding.

Table prepared by Office of Management and Budget, December 17, 1988.

Figure 7

Boundaries for School Areas and High School Clusters



Chapter IV:

**FY 90
Annual
Growth Policy
Resolution**

Resolution No.: _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

By: County Council

Subject: Approval of FY 90 Annual Growth Policy

Background

1. Bill 11-86 requires that no later than June 30th of each year, the County Council must adopt an Annual Growth Policy to be effective throughout the next fiscal year, providing policy guidance to the various agencies of government and to the general public on matters concerning land use development, growth management and related environmental, economic and social issues.

2. On December 29, 1988, in accordance with the requirements of Bill 11-86, the County Executive transmitted to the County Council the FY 90 Annual Growth Policy (AGP) for Montgomery County, showing his revisions to the Annual Growth Policy Draft submitted by the Planning Board on December 1, 1988.

3. The Executive's and Planning Board's Recommended FY 90 Annual Growth Policy proposed that the following growth issues, among others, be resolved during the Council's consideration of the AGP:

Criteria for allocating new road capacity between jobs and housing in support of the County's adopted master plan;

Understanding the effect of growth on public revenue and expenditures;

Division of the Kensington/Wheaton/Aspen Hill policy area into two policy areas, Kensington/Wheaton and Aspen Hill;

Profile of the County's labor shortages;

Profile of the County's housing needs;

Review by the Transportation and Environment Committee of criteria used for setting policy area standards of highway service, including criteria related to transit service and density of development;

Administrative problem in assigning remaining capacity to complete pending preliminary plan applications.

4. In addition, the Annual Growth Policy report as submitted by the County Executive and the Planning Board contained supporting and explanatory materials including forecasts for the most probable trends in population and households, a set of recommended growth capacity ceilings for each policy area within the County, guidelines for the administration of the APFO, and other background information relevant to the subject of growth policy. The Planning Board also submitted two supporting reports including "1988 - Trends and Forecasts" and "1987 - Alternative Transportation Scenarios and Staging Ceilings."
5. On _____, 1989, the County Council held a public hearing on the County Executive's and the Planning Board's recommended Growth Policy for Fiscal Year 1990.
6. On _____, 1989, the County Council adopted the Capital Improvements Program for the years 1990-1995.
7. On _____, 1989, the Council conducted worksessions on the proposed Growth Policy report for FY 1990, at which time careful consideration was given to the public hearing testimony, recommended revisions of the Montgomery County Planning Board, and the comments and concerns of other interested parties.
8. The County Council reviewed the assumptions underlying the Annual Growth Policy set forth in this resolution. This included a discussion of the relationship of both regional economic forces and individual economic decision-making on the Annual Growth Policy. The Council recognizes that a quantitatively oriented system such as the Annual Growth Policy, though subject to limitations, can promote objectivity and fairness in land-use decision making. The Council received comment from various persons concerning the consistency and reliability of relevant data and the impact of errors on the public. In this regard, the Council stresses the need for sustained administrative vigilance in assessing the validity of computer based systems and the reliability of County and Planning Board data collection efforts. Certain of the directives and items for future study are intended to maintain and improve public confidence in the County's growth management systems.

Action

The County Council for Montgomery County, Maryland, approves the following Resolution:

The County Executive's and the Planning Board's recommended FY 90 Annual Growth Policy has been reviewed and amended by the County Council, so that the following constitutes the entire Annual Growth Policy for FY 90:

I. Guidelines for the Administration of the Adequate Public Facilities Ordinance:

The Montgomery County Subdivision Ordinance, Chapter 50, Section 35(k), directs the Montgomery County Planning Board to approve preliminary plans of subdivision only after finding that public facilities will be adequate to serve the subdivision. This involves predicting future demand from private development and comparing it to the capacity of existing and programmed public facilities.

The following guidelines describe the methods and criteria that the Planning Board and its staff must use in determining the adequacy of public facilities. These guidelines supersede all previous ones adopted administratively by the Planning Board to the extent that these guidelines conflict with previous ones. They also supersede those provisions of the Adequate Public Facilities Ordinance which were specified to apply only until the County Council had approved an Annual Growth Policy (AGP).

The Council accepts the definitions of terms and the assignment of values to key measurement variables which were used by the Planning Board and its staff, and accepted by the Executive, in developing the recommended Annual Growth Policy. The Council delegates to the Planning Board and its staff all other necessary administrative decisions not covered by the guidelines outlined below. In its administration of the APFO, the Planning Board is directed to request and consider the recommendations of the County Executive and other agencies in determining the adequacy of public facilities.

Subdivision applications may be subject to two different types of test. One is called the Policy Area Review. The other is called the Local Area Review.

The Policy Area Review divides the County into policy areas. These are geographic areas for which the adequacy of public facilities is addressed on an area-wide basis, as follows:

- o With regard to transportation, a staging ceiling may be established for each policy area.
- o With regard to school facilities, a legislative determination will be made whether the school facilities for each policy area are adequate.

The staging ceiling for a policy area is defined as the maximum amount of land development that can be accommodated by the existing and programmed public facilities serving the area, at an assigned level of service standard. The legislative directive concerning school policy areas reflects a determination whether additional development can be accommodated by the schools. The policy area staging ceilings and directives approved in this Annual Growth Policy are to remain in effect throughout FY 90 unless amended subsequently by the County Council after public hearing.

Except for special circumstances which are described below (see discussions of "Ceiling Flexibility"), if a proposed subdivision is in a geographic policy area for which previously approved development (pipeline) exceeds the staging ceiling, or for which a negative school facility directive exists, then the Planning Board must find the public facilities to be inadequate.

The purpose of the Policy Area Review method for transportation facilities is to place the individual subdivision within the context of a comprehensive, countywide assessment, which takes account of, and properly allows for, the upstream and downstream traffic impacts of development in various geographic areas. Similarly, the purpose of the policy area directives concerning school facilities is to reflect the ability of the public school system to accommodate students from new development.

The policy area ceilings and directives described in this AGP are based on the public facilities in the Approved FY 90-95 Capital Improvements Program and the Maryland Department of Transportation FY89-94 Consolidated Transportation Program (CTP). The Council also reviewed related County and State funding decisions, master plan guidance and zoning where relevant, and related legislative actions. These ceilings and directives and their supporting planning and measurement process have been the subject of a public hearing and review during worksessions by the County Council. Approval of the ceilings and directives reflects a legislative judgment that, all things considered, these staging ceilings and procedures constitute a reasonable, appropriate, and desirable set of interim growth limits, which properly relate to the ability of the County to program and construct facilities necessary to accommodate growth. These growth limits will substantially advance County land use objectives by providing for coordinated and orderly development.

These guidelines are not intended to be used as a means for government to avoid its responsibility to provide adequate public facilities. Annual review allows the Council to identify problems and initiate solutions that will serve to limit the duration of any moratorium in a specific policy area. Further, alternatives may be available for developers who wish to proceed in advance of the adopted public facilities program, through the provision of additional public facility capacity beyond that contained, in the approved Capital Improvements Program, or through other measures which accomplish an equivalent effect.

The administration of the Adequate Public Facilities Ordinance shall at all times be consistent with adopted master plans and sector plans. Where development staging in adopted master plans or sector plans are more restrictive than APF guidelines, the guidelines in the adopted master plan or sector plan shall be used to the extent that they are more restrictive. More restrictive guidelines can be found in the Bethesda Sector Plan, the Friendship Heights Sector

Plan, the Silver Spring CBD Sector Plan, the Grosvenor Sector Plan, the Nicholson Lane Sector Plan and the Shady Grove West portion of the Gaithersburg Vicinity Master Plan. The ceiling in the Potomac Policy Area is set at the zoning ceiling based on the policy in the Potomac Master Plan.

The ceiling in all Group I areas is set at the zoning ceiling subject to guidelines for Local Area Review and guidelines for water and sewerage facilities.

A. Guidelines for Transportation Facilities

(1) Policy Area Review

(a) Establishment of Staging Ceilings

For the purposes of transportation analysis, the County has been divided into 246 areas called traffic zones as seen in Map 1. Based upon their transportation characteristics, these areas are grouped into transportation policy areas. In many cases, transportation policy areas have boundaries that are the same as planning area boundaries.

Map 2 shows the policy areas, and the Standard of Transportation Level of Service assigned to each of them. These levels of service standards represent a statistical average over the whole policy area. They are used in the calculations in the traffic simulation model described below. In general, the average level of service standards posted for each policy area are based on a policy that it is appropriate to permit greater congestion to occur in areas in which greater transit availability provides an alternative mode of travel for many travelers in the area. (Chart 1 provides a refined basis for showing the correspondence between transit availability and the average level of service standards.)

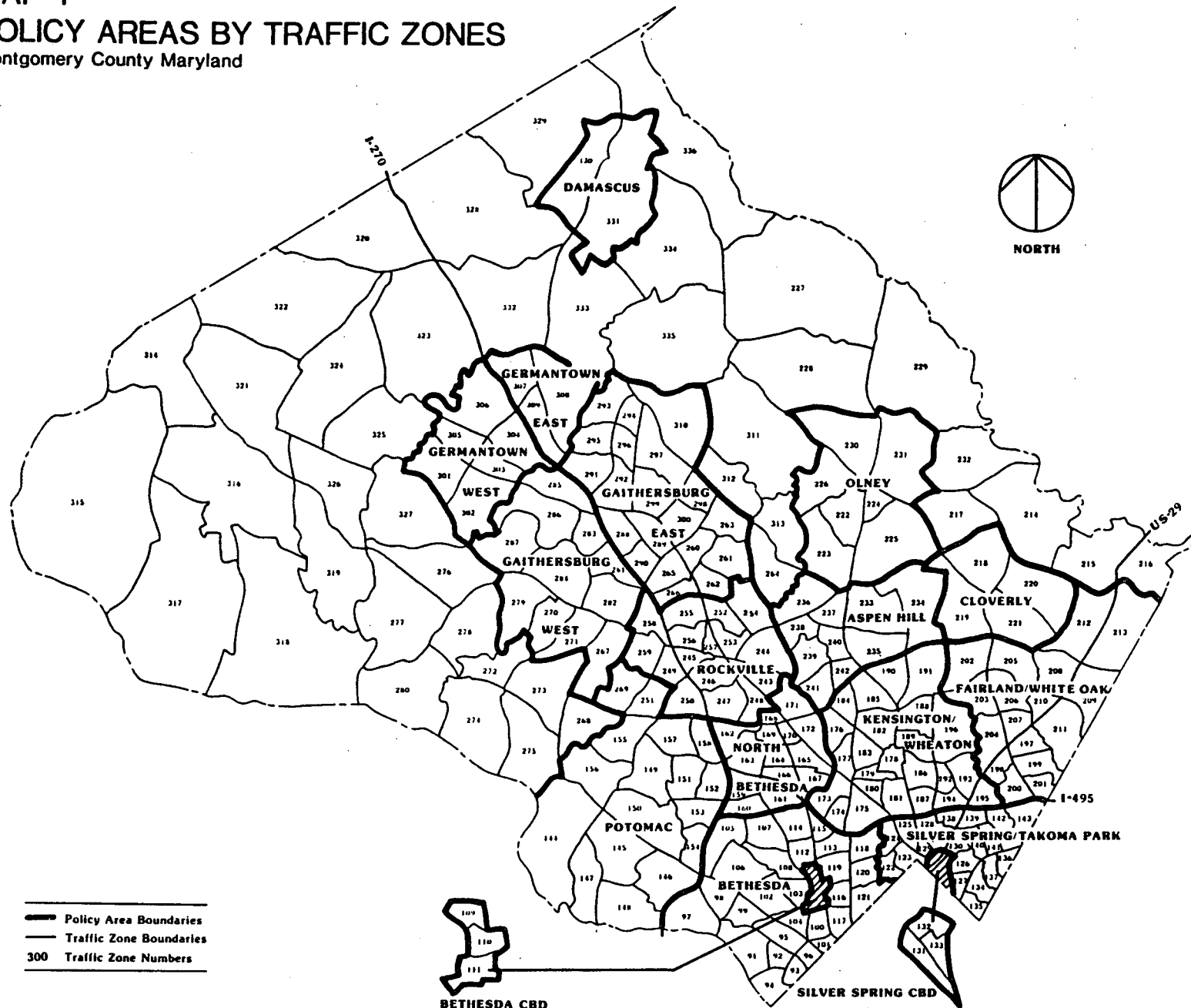
Through the use of a computerized traffic simulation model, the Planning staff has computed a balanced relationship between a programmed set of transportation facilities and a geographical pattern of jobs and housing units. Policy area ceilings have been established through a process which assigns a hypothetical future land use pattern (i.e., jobs, and housing units derived from interim market projections) to the County, and tests its traffic impact through the use of this model. Through a process of repetitive trial and error, this land use pattern has been modified so that it produces a traffic volume and distribution that is equivalent to the average level of service standard for each policy area. The staging ceilings established by this method are shown in Table 1.

The ceiling in the Fairland/White Oak Policy Area is set at the C/D average level of service. This reflects the policy decision in the Eastern Montgomery County Master Plan that housing density, reduced for environmental reasons near the high-quality Paint Branch

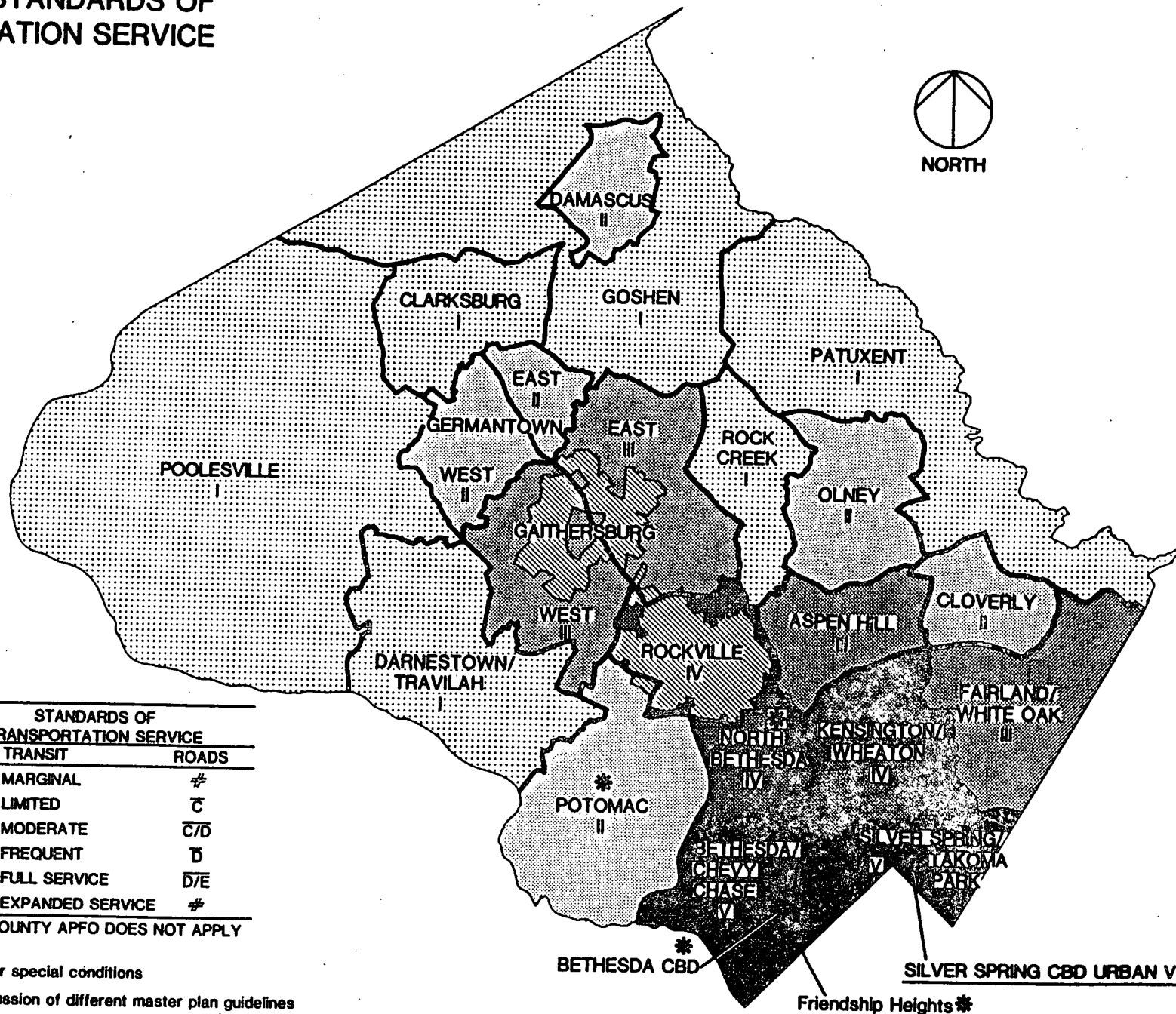
MAP 1

POLICY AREAS BY TRAFFIC ZONES

Montgomery County Maryland



MAP 2 STANDARDS OF TRANSPORTATION SERVICE



* See Text on page 6 for special conditions

* See page 6 for a discussion of different master plan guidelines

Source: Montgomery County Planning Department

Resolution No.:

CHART 1: CORRESPONDENCE BETWEEN TRANSIT AVAILABILITY AND AVERAGE LEVEL OF SERVICE STANDARDS

Average Level of Service Standards	Group Classifications	Public Transport Alternatives to Automobile Travel	Transit Services Available or Programmed				
			Auto Dependent System	and/or	Bus Base Systems	and/or	Fixed Guideway Systems
			Park/Ride Access	Community and Local Bus Service	Regional Park/Ride Express Bus and High Occupancy Vehicle Priority Systems	Commuter Rail or Light Rail	Metrorail
*	I	Marginal	Marginal access to stations or bus routes outside of the area	Not available	Not available	Marginal amount of the area is within walk access	Not Available
\overline{C}	II	Limited	Limited number of park/ride spaces	Limited coverage and frequency	Limited park/ride spaces or lots with local bus service	Limited park/ride access and walk access	Park/ride and kiss/ride access limited to nearby stations outside of the area
$\overline{C/D}$	III	Moderate	Moderate number of park/ride spaces, limited kiss/ride service	Moderate coverage, service limited to policy frequencies	Moderate express bus service in conjunction with a system of park/ride lots	Moderate parking or walk access with system transfers	Moderate station coverage in the area with associated feeder access
\overline{D}	IV	Frequent	Moderate park/ride spaces and moderate kiss/ride service	Moderate coverage, combined policy and frequent demand-based service	Priority treatment for frequent express buses, local circulation feeder services in conjunction with a system of park/ride lots	Same as Group III above	More dense spacing of stations and bus routes
$\overline{D/E}$	V	Full	Limited park/ride with full reliance on kiss/ride access	Full area coverage and a large number of routes with frequencies based on demand	Same as Group IV above	Same as Group III above	Full frequency and full reliance on kiss/ride, easier walk and bicycle access
*	VI	Expanded	Expanded park/ride with reliance on kiss/ride access	Expanded bus frequencies; 100 buses in PM peak	Same as Group IV above	Same as Group III above	Designated CBD; controlled parking; Transportation Mgmt. District

* See Text of the Recommended FY 90 AGP for Methods and Standard of Measuring Traffic.

AGP Resolution
TABLE 1

Recommended FY 90 Transportation Ceilings
(January 1988 Base) [1]

Policy Areas[2]	Jobs Ceilings	Housing Units Ceilings
Bethesda CBD	8,211	1,865
Bethesda/Chevy Chase	11,086	4,079
Cloverly [3]	320	(565)
Damascus	758	(294)
Fairland/White Oak [3]	(2,354)	(1,051)
Gaithersburg East	8,612	7,367
Gaithersburg West	25,137	5,879
Germantown East	5,267	1,768
Germantown West [3]	8,786	4,134
Kensington/Wheaton	7,434	6,374
North Bethesda	5,605	1,421
Olney	1,367	3,399
Potomac	3,118	3,973
Rockville	16,854	1,869
Silver Spring CBD	12,466	3,382
Silver Spg/Takoma Pk	1,033	725
County Wide	116,054	46,235
=====		

NOTE: NUMBERS IN COLUMN MAY NOT SUM TO COUNTY WIDE TOTALS AS NEGATIVE NUMBERS ARE TREATED AS ZERO FOR SUMMATION PURPOSES.

- [1] The Ceilings indicate the amount of additional development that can be supported with the transportation capacity available from the first four years of the recommended FY 90-95 CIP, and the FY 89-94 CTP. Negative numbers, shown in parentheses, indicate the amount by which the estimated level of development exceeds the FY 90 ceilings.
- [2] Although Ceilings are shown for all Policy Areas, development in Potomac is controlled through Zoning/Water/Sewer constraints and in Bethesda by Cordon Capacities established in the CBD Sector Plan.
- [3] Policy Areas for which the FY 90 net staging ceilings may need to be reduced because road projects included in the FY 89-94 CIP have been delayed by 2 or more years in the FY 90-95 CIP.

tributaries, should be increased in the U.S. 29 corridor where it can be better served by transit, and that, as the number of jobs and housing in this corridor increases, transit service can be increased to adequately serve the transportation needs of this density. The existing and programmed transit facilities and services in the Fairland/White Oak Policy Area are sufficient to classify it as a Group III Policy Area with moderate transit service.

The traffic simulation model takes into account all existing and approved development and all eligible programmed transportation CIP projects. For these purposes, "approved development" includes all approved preliminary plans of subdivision. "Eligible programmed transportation CIP projects" include all County CIP, State Transportation Program projects, and City of Rockville or Gaithersburg projects for which 100 percent of the expenditures for construction are estimated to occur within the first four years of the applicable programs.

Planning staff shall keep a record of all previously approved preliminary plans and other data about the status of development projects, and continuously update the pipeline number of approved preliminary plans, thus constantly keeping in view, and presenting to the Planning Board, the amount of capacity still available under the adopted ceiling at any given time. The continuous updating shall include all changes to the amount of development approved under outstanding preliminary plans, with the exception of those which result from the discovery of accounting errors. Such errors shall be reported to the County each year in May prior to the Council's adoption of the AGP, and shall be reported on a quarterly basis, or more frequently, to the Planning Board who may bring them to the attention of the Council if the Board judges them to be significant. (Table 2 shows the net capacity remaining as of November 23, 1988 [September 29, 1988].)

When the subdivision pipeline has risen to meet the ceiling, no more subdivisions shall be approved by the Planning Board in that policy area, except under certain special circumstances, which are outlined below.

(b) Silver Spring CBD Policy Area Ceiling

The Silver Spring CBD was established as a separate Group VI Policy Area in 1987, as categorized on Map 1 and Chart 1. The boundaries of the new policy area are shown on Map 3.

The job and housing ceilings for this Group VI Policy Area must meet the following administrative guidelines:

- o All traffic limitations are derived from the heaviest traffic demand period, in Silver Spring's case, the p.m. peak hour outbound traffic;

AGP Resolution

TABLE 2

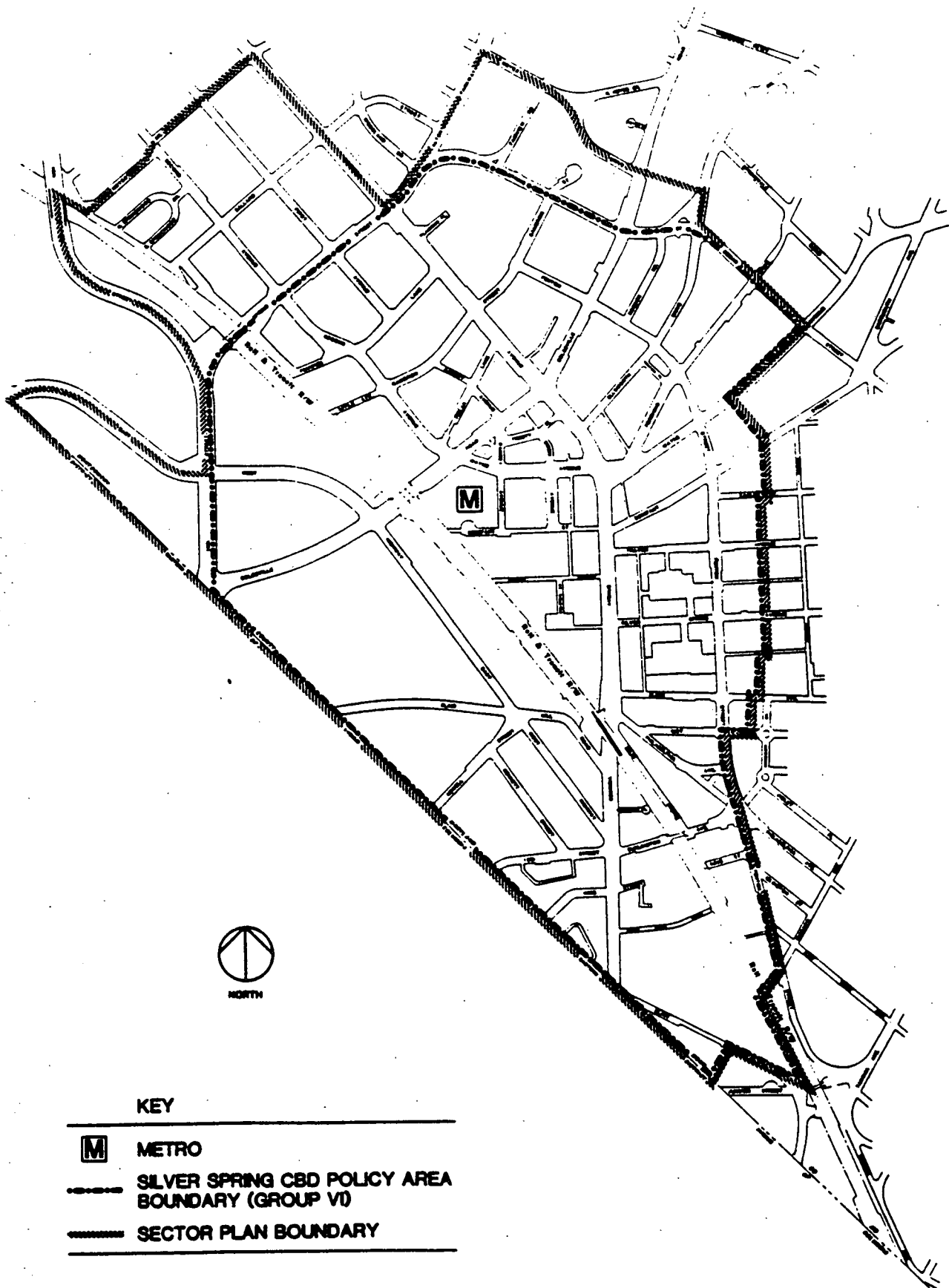
Remaining Capacity Under Recommended FY 90 Transportation Ceilings
as of November 23, 1988 (January 1988 Base) [1]

Policy Areas [2]	-----JOBS-----			-----HOUSING UNITS-----		
	Net	Apprvd	Remain-	Net	Apprvd	Remain-
	Ceiling	Subdvsn	ing Capacity	Ceiling	Subdvsn	ing Capacity
	A	B	C=A-B	D	E	F=D-E
Bethesda CBD	8,211	8,036	175	1,865	1,067	798
Bethesda/Chevy Chase	11,086	761	10,325	4,079	1,613	2,466
Cloverly [3]	320	13	307	(565)	614	(1,179)
Damascus	758	478	280	(294)	372	(666)
Fairland/White Oak [3]	(2,354)	6,673	(9,027)	(1,051)	2,895	(3,946)
Gaithersburg East	8,612	14,095	(5,483)	7,367	5,553	1,814
Gaithersburg West	25,137	21,220	3,917	5,879	5,250	629
Germantown East	5,267	2,218	3,049	1,768	1,856	(88)
Germantown West [3]	8,786	7,715	1,071	4,134	4,134	0
Kensington/Wheaton	7,434	1,182	6,252	6,374	3,798	2,576
North Bethesda	5,605	6,143	(538)	1,421	1,690	(269)
Olney	1,367	925	442	3,399	2,762	637
Potomac	3,118	351	2,767	3,973	1,985	1,988
Rockville	16,854	15,516	1,338	1,869	402	1,467
Silver Spring CBD	12,466	11,778	688	3,382	384	2,998
Silver Spg/Takoma Pk	1,033	846	187	725	156	569
County Wide	116,054	97,950	18,104	46,235	34,531	11,704

NOTE: NUMBERS IN COLUMN MAY NOT SUM TO COUNTY WIDE TOTALS AS NEGATIVE NUMBERS ARE TREATED AS ZERO FOR SUMMATION PURPOSES.

- [1] The Ceilings indicate the amount of additional development that can be supported with the transportation capacity available from the first four years of the recommended FY 90-95 CIP, and the FY 89-94 CTP. Negative numbers, shown in parentheses, indicate the amount by which the estimated level of development exceeds the FY 90 ceilings.
- [2] Although Ceilings are shown for all Policy Areas, development in Potomac is controlled through Zoning/Water/Sewer constraints and in Bethesda by the Cordon Capacities established in the CBD Sector Plan.
- [3] Policy Areas for which the FY 90 net staging ceilings may need to be reduced because road projects included in the FY 89-94 CIP have been delayed by 2 or more years in the FY 90-95 CIP

MAP 3 SILVER SPRING POLICY AREA BOUNDARY



- o The average level of service for the surrounding Silver Spring/Takoma Park Policy Area must not be worse than the adopted average standard of D/E;
- o The outbound traffic, including both local CBD traffic and through traffic, must not exceed the Silver Spring practical cordon capacity of 18,000 vehicles in the peak hour;
- o The Planning Board and the Department of Transportation will implement Transportation Systems Management for the Silver Spring CBD; the goal of this program will be to achieve the commuting goals for transit use and auto occupancy rates set out below;
- o The County Government, through the Silver Spring Parking District, will constrain the amount of public and private long term parking spaces.

For the FY 89 Annual Growth Policy, a net remaining jobs capacity ceiling of 10,750 as of October 8, 1987, of which at least 2,000 must be retail, and 250 are reserved for standard method projects, and a net remaining housing capacity of 3,000 dwelling units meet these administrative guidelines. Since October 1987, a total of 10,063 jobs have received preliminary plan approval. Of these, 2,123 are retail jobs. The 687 remaining jobs as of October 1988, 250 are reserved for standard method projects. Since October 1987, a total of 350 housing units have received preliminary plan approval for a net remaining housing capacity of 2,998 units. (The pipeline does not yet count projects which only have project plan approval such as Cameron Street and East-West Plaza.) The parking constraints and commuting goals needed to achieve satisfactory traffic conditions with these ceilings are as follows:

o Parking constraint

A maximum of 17,500 public and private long term spaces when all non-residential development is built; (this maximum assumes a peak accumulation factor of .9, which requires verification in Silver Spring and may be subject to revision). Interim long term parking constraints will be imposed in accordance with the amount of interim development. Long-term public parking spaces will be priced to reflect the market value of constrained parking spaces.

o Commuting goals

For employers with 25 or more employees, 25 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle; and

For new non-residential development, 30 percent mass transit use and auto occupancy rates of 1.3 persons per vehicle.

To achieve these goals it will be necessary to require developers of new development in Silver Spring to enter into traffic mitigation agreements and the employers and certain owners to submit transportation mitigation plans as set forth in the Transportation Systems Management legislation (Bill #24-87).

Each Annual Growth Policy will reflect the Annual Report of the Silver Spring Transportation Management District, which must include a report of the status of critical signalized intersections (as defined in the report of October 5, 1987). The Annual Growth Policy, must include a projection of future traffic conditions based on intersection improvements in the proposed CIP and full achievement of the Transportation Management District goals. The Council will take this information into account in the decisions on the Growth Policy and the CIP.

In accordance with the amendment to the Silver Spring Sector Plan, subdivision applications for non-residential standard method projects throughout the CBD may be approved for development or additions of not more than 5,000 square feet of gross floor area. (If, for a particular use, the addition of five peak hour trips yields a floor area greater than 5,000 square feet, that additional area may be approved for that particular use.)

(c) Special Ceiling Allocation for Affordable Housing

The County's policy of balancing growth in each policy area with the supply of public facilities, set forth in the Adequate Public Facilities Ordinance and implemented through the Annual Growth Policy, has the effect of preventing the accomplishment of another important County policy; i.e., the provision of a balanced and adequate housing supply, with emphasis on the availability of affordable housing for low and moderate income families. To encourage the provision of a housing supply which fosters the availability of affordable housing for low and moderate income families, the Planning Board may approve affordable housing subdivision applications in any policy area with insufficient net remaining capacity, according to the following guidelines:

- (i) An affordable housing development is defined as a housing development which is either owned by the Housing Opportunities Commission or by a partnership in which HOC is the general partner; or, a privately-owned housing development in which 20% of the units are occupied by households at or below 50% of the area median income, adjusted for family size, or 40% of the units are occupied by households at or below 60% of the area median income, adjusted for family size. Such a development must be certified by HOC as having met the definition of affordable housing and the owner of such development must enter an agreement with HOC to maintain the occupancy requirements for a period of at least 15 years.

- (ii) For projects owned or controlled by HOC, the Planning Board may approve affordable housing developments which include up to 125 units in a policy area with insufficient net remaining capacity or, in the alternative, for privately owned affordable housing developments, the Planning Board may approve projects which include up to 250 units in a policy area with insufficient net remaining capacity.
- (iii) Countywide, no more than 1,000 units may be approved under this staging ceiling amendment in FY 90.
- (iv) Affordable housing developments approved under this [increase in the staging ceiling] exception to the staging ceiling must meet the standards of Local Area Review. (See Section (2), Local Area Review, below.)
- (v) Development approved under this provision will be added to the pipeline of development.

(d) Ceiling Flexibility for Developer Participation Projects

Staging Ceiling Flexibility allows the Planning Board, after considering the recommendation of the County Executive, to approve a preliminary plan application which exceeds the staging ceiling. In allowing the staging ceiling to be exceeded, caution should be exercised to assure that the average level of service for the relevant policy area is not adversely affected. Except as otherwise expressly stated in this subsection, the same level of service criteria already established in the Annual Growth Policy shall be used in evaluating an application to be approved under these ceiling flexibility provisions.

In general, such approval above the staging ceiling shall be conditioned upon the planned and scheduled construction by either the applicant and/or the government, of some public facility projects, or other appropriate capacity measure, (such as the private operation of a transit program) which, if added to the approved CIP or CTP programmed facilities, will add capacity or its equivalent to the existing facility system and result in no lessening of the area-wide level of service.

In general, the capacity addition must be scheduled for completion at the same time or before, the proposed development is to be completed. The application must also be approved under Local Area Review standards. The nature, design and scale of the additional project or program must receive prior approval from the relevant governmental agencies responsible for constructing or maintaining such facilities or programs. The recommendation of the Executive also will be evaluated carefully.

Both the subdivision plan and the necessary additional facilities must be in accordance with an adopted master plan or other relevant policy statement; the design of the facilities must be subject to mandatory referral to the Planning Board; and the applicant and the relevant public agency must execute an appropriate public works agreement prior to record plat approval.

The phase "additional transportation facilities" means transportation facilities other than those on which the policy area staging ceilings of the current Annual Growth Policy are based.

(i) Full-Cost Developer Participation

In cases where the applicant agrees to pay for the full cost of all the additional necessary public facilities, and the relevant administering agency has agreed, the Planning Board may approve subdivision plans whose public facility needs exceed the net remaining capacity under the adopted staging

Where the applicant commits to provide the full cost of a transit, para-transit or ridesharing program, such application may be deemed to have passed the staging ceiling test, insofar as transportation is concerned, if the Board finds, after reviewing recommendations of the County Executive, that the program will reduce the number of peak-hour, peak-direction automobile trips by as many trips as would be generated by the proposed development. After a preliminary subdivision plan has been approved on this basis, later applications may be credited for reduced trips generated by the new proposal.

(ii) Partial-Cost Developer Participation

Partial-cost developer participation is available for certain types of development projects under certain circumstances described below. In cases of proposed partial-cost developer participation, the Planning Board may approve subdivision plans whose public facility needs exceed the net remaining capacity only if the following criteria, standards and requirements set forth in paragraphs (1) and (2) below are met. Related guidance to the Planning Board is set forth in paragraph (5), including provisions relating to approval of, and participation by, other subdivision applicants. Procedures and requirements for executive and legislative action for partial-cost developer participation are contained primarily in paragraphs (3) and (4).

(1) Eligible Project Criteria

- (a) The project has a development staging plan beyond 4 years and enables the consolidation or expansion of an employer already located in the County or allows the establishment of facilities for a new employer. Employer facilities must be primarily for specific and defined employment needs of the employer and not for the sale or leasing of speculative office, industrial or retail commercial space. The employer's business plan, purchase or lease arrangements, staging plan, occupancy projections,

and other relevant factors should be considered to determine the primary purpose of the proposed facilities; or

- (b) The project has a development staging plan extending beyond 4 years and enables planned development of superior and integrated design and/or transit serviceability in zoning categories that expressly allow partial-cost developer participation as designated by the District County; or
- (c) The project is to be located in the Research and Development Village, including the County-owned Life Sciences Center, as identified in the approved and adopted January, 1985 Gaithersburg Vicinity Master Plan.

(2) Public-Private Participation Requirements

- (a) Additional transportation facilities proposed to serve an eligible project must be sufficient, when combined with net remaining capacity, to provide policy area capacity for both the eligible project and other completed subdivision applications that have been filed earlier than that of the eligible project within the policy area.
- (b) The applicant for the eligible project agrees to condition subdivision approval on a staging schedule which will link the issuance of specific building permits receivable in each staging period to the execution of specific transportation construction contracts in the same staging period.
- (c) The applicant for the eligible project must construct or agree to pay all costs for all additional transportation facilities other than those facilities currently included for start of construction within the first six years of the adopted CIP or within the State Consolidated Transportation Program (CTP).
- (d) The applicant for the eligible project agrees to contribute transportation facilities and/or cash in a minimum amount of the greater of the following:
 - 1. A total of 35% of the cost of all additional transportation facilities, with the cost determined as of the date of execution of the construction contract; or

2. A contribution of 100% of the costs of all additional transportation facilities other than those facilities currently included for start of construction within the first six years of the adopted CIP or within the adopted CTP; such costs are to be determined as of the date of execution of the construction contract for that transportation facility; or
3. Impact fees, if applicable, at the date of issuance of building permit.

- (e) All applicants with residential components agree to be subject to special conditions with regard to school capacity, as described in Section B, Guidelines for Public School Facilities, below.
- (f) The applicant for an eligible project must execute a memorandum of understanding with the County Executive prior to Council action under paragraph (4)(b) specifying the private sector commitments under this paragraph. A separate participating subdivision applicant may also execute the memorandum of understanding. An applicant must agree in the memorandum of understanding that the public improvement agreement be made a condition of subdivision approval.

(3) Procedures and Action - Executive

All formal requests for staging ceiling flexibility under this provision must be made in writing to the County Executive after the applicant has filed a complete subdivision application with the Planning Board. The County Executive must review the request and determine whether or not to recommend authorizing legislation and/or a CIP amendment. The following items, among other relevant factors, should be considered:

- (a) whether the proposed subdivision plan constitutes an eligible project and otherwise meets all requirements of this subsection;
- (b) whether the proposed additional transportation facilities are consistent with the Executive's transportation program in terms of timing, location, design and cost;
- (c) the effect of the proposal on County operating budget or capital programs:

- (d) the financial and managerial capability of the applicant to undertake all requirements of this subsection utilizing current estimates of rights-of-way, design, and construction costs, adjusted for inflation to the date expected for their payment;
- (e) the existence of unresolved transportation programming, fiscal, or other policy issues.

On not less than a quarterly basis, the County Executive must transmit to the Council and Planning Board all written requests for partial cost developer participation that were not recommended and a brief description of the reason. The Council may request the County Executive to reevaluate a request, provide greater detail, or initiate appropriate budgetary or legislative action.

(4) Procedures and Action - County Council

- (a) All proposed CIP amendments and requests for legislative special capital improvement project authorizations must be considered by the Council in accordance with all applicable fiscal and legislative procedures. In addition to any other information required to be submitted under law, the County Executive should submit to the Council information describing:
 - 1. the eligible project for which the facilities are necessary;
 - 2. the proposed staging schedule for both the facilities and the project;
 - 3. public facility programming issues;
 - 4. the impact on the County's finances including the affordability of the proposed public facility program; and
 - 5. a memorandum of understanding specifying, among other things, the private sector commitments under paragraph (2) above.

Before Council action, the Planning Board should comment on the public facility issues presented by the special capital improvement project legislation or CIP designation, the relationship between the additional transportation facilities and the proposed staging schedule, the effect on policy area ceilings, and any other relevant matters, as appropriate.

- (b) For additional transportation facilities required under paragraph (2)(a), above, to be available for partial-cost developer participation under this subsection, the County Council must:
 - 1. enact all authorizing legislation that would be required under law for the facility; and
 - 2. designate the additional transportation facilities in the CIP, as appropriate for partial cost developer participation or as being fully funded by the private sector.

Transportation facility projects remain subject to all necessary applicable appropriations and federal, state and local regulatory or other approvals.

- (c) Subsequent to any favorable County Council action, the County Executive, or designee, must execute a detailed public improvement agreement that formalizes the memorandum of understanding. The County Executive must periodically report to the Council on the status of public improvement agreements under this subsection and notify the Council of any material changes in circumstances affecting its legislative actions under the partial-cost developer participation provisions.

(5) Planning Board Action; Other Subdivision Applicant Participation

- (a) In its determination of whether transportation facilities are adequate to meet the needs of an eligible project, the Planning Board may count those facilities that have received favorable Council action under paragraph (4)(b), above, for both policy area ceilings and local area review, without the need for those facilities to be shown in the Approved Road Program.
- (b) The Planning Board may similarly count these facilities and approve a subdivision plan with a completed application filing date that is earlier than that of the application of an eligible project if the applicant agrees to participate in the provision of additional transportation facilities, on a proportional trip generation or other agreed cost basis, and in accordance with the staging and public school requirements set forth in paragraph (2)(b) and (e), above. A public improvement agreement may include all participating subdivision applicants.

- (c) A non-participating applicant with an earlier application filing date than the eligible project may have its application approved within the same general time period as the eligible project if it meets normal local area review requirements; however, it must be conditioned so that building permits will be approved only when building permits for the eligible project or participating subdivisions are eligible for approval. A non-participating applicant remains subject to all local area review and other regulatory requirements.

(iii) Miscellaneous Provisions

Further staging ceiling flexibility is not available in the Silver Spring CBD because traffic mitigation measures of the Transportation Management District have been relied upon to establish the ceilings for the Group VI Policy Area in Silver Spring.

The approval of preliminary plans which add only a few vehicle trips will be considered on a case-by-case basis by the Planning Board. In general, in policy areas with no ceiling balance (i.e., no remaining capacity), all land at one location for which zoning or other constraints permit no more than ten trips in total may receive approval of up to five trips. Non-residential plans submitted for the purpose of expanding structures which were completed prior to 1982 may receive approval for additional development which add no more than five trips. (The term, "all land at one location," means all land that would be included in a determination of whether a project is a "significantly sized project" under the Planning Board's guidelines for Local Area Transportation Review outlined in Montgomery County Planning Department's "Alternative Transportation Scenarios and Staging Ceilings," 1987.)

(e) Amendment of Policy Ceilings

From time to time, these staging ceilings may be amended by the Montgomery County Council, after public hearing, to reflect changing conditions such as additions to the Capital Improvements Program or the State's Consolidated Transportation Program, changing patterns of public facility usage, revised levels of public service, and other relevant criteria. The effect of the various traffic alleviation measures approved under the 1986 Interim Growth Policy (i.e., short-term traffic alleviation measures) has not been included in the development of the policy area ceilings. If measurable results become evident, consideration could be given to revision of the ceilings.

Policy area ceilings may also be amended by the County Council to resolve public policy conflicts and to accomplish a particular public policy objective.

(f) General Application and Review Procedures for Transportation

[For administrative purposes it is necessary to establish an application date for each subdivision on which to fix the size of the pipeline of previously approved preliminary plans. This date shall be established according to Rules of Procedures adopted by the Planning Board. The pipeline figure as of that date (i.e., the development possible from all previously approved preliminary plans which have not yet been built) shall be subtracted from the adopted transportation staging ceiling to determine the remaining capacity available for that subdivision. The following are the three basic situations that could result:]

- [o Transportation staging ceiling minus pipeline equals a negative number. This means that there is no staging ceiling available, and that staff would recommend disapproval of the plan if it were presented to the Planning Board (unless the applicant, working with the County Executive, proposes an improvement to create additional capacity -- see "Staging Ceiling Flexibility"). In cases where no staging ceiling capacity is available, a waiting list of preliminary plans will be established. Once additional staging ceiling capacity becomes available, the applicants on the waiting list will have the proposed development placed on a regular Planning Board Agenda for action by the Board in the order of their application dates.]
- [o Transportation staging ceiling minus pipeline equals a positive number, and there is a waiting list that was previously established during a period of no staging ceiling capacity. In this case, the new application would be placed at the end of the waiting list.]
- [o Transportation staging ceiling minus pipeline equals a positive number, and there is no waiting list. In this case, the positive staging ceiling number is the amount of staging ceiling capacity available for the new application. If the new application requests more than the available staging ceiling, it may be partially approved, and the remainder will be first in line on a waiting list. Plans that were previously partially approved under old guidelines are on a waiting list under these new guidelines. In all cases, plans approvable on the basis of ceiling capacity will still be subject to Local Area Transportation Review.]

For administrative purposes it is necessary to establish a procedure for allocating available staging ceiling capacity to pending preliminary plans of subdivision. To accomplish this, each

preliminary plan will be assigned an application date which coincides with the date the application was accepted as complete by the Planning Board staff. This date shall be determined according to Rules of Procedure adopted by the Planning Board.

The application date will be used to establish a queue of pending complete preliminary plan applications. Once an application date is assigned, the staging ceiling capacity available for the subject plan is determined by subtracting the number of jobs or housing units generated by all applications in the queue ahead of the subject plan from the remaining staging ceiling capacity shown in Table 2 (as updated periodically by Planning Board staff). If the result is a positive number large enough to accommodate the demand from the subject plan, the subdivision is presumed to have satisfied the staging ceiling test, subject to the qualifications listed below. If the result is positive but not large enough to accommodate the entire subdivision, a partial approval may be granted and the rest of the plan will remain in the queue until additional staging ceiling capacity becomes available. If the result is a negative number, the subdivision will not be scheduled for a Planning Board hearing unless requested by the applicant, but will remain in line until additional staging ceiling capacity becomes available, subject to the qualifications listed below.

In policy areas where there is remaining staging ceiling capacity, the application date will remain in effect for six months. If more than six months elapse between the application date and the first date the plan is scheduled on a regular Planning Board agenda for action, the application will lose its place in line and an updated traffic study will be required if one was required initially. The new application date will become the date that the updated traffic study is submitted. For plans that do not require a traffic study, the new application date will be six months after the original application date. If the applicant believes that the six months have elapsed because of governmental delays beyond his control, he may request, and the Planning Board may approve, an extension of the six-month period. The initial six month period will only apply to the number of plans at the head of the line which could be approved with the capacity that is available. If some of these plans are not approved or extended within the six months and lose their place in line, a new six month period will begin for the next group of whatever number of plans could be approved with the remaining capacity.

The Planning Board staff shall notify the applicant within 15 days of receipt of an updated traffic analysis of any inadequacies in the analysis. If notified of inadequacies in the traffic analysis, the applicant will be given 15 days to correct the inadequacies without losing his place in the queue.

In policy areas where there is no remaining staging ceiling capacity, the application date will remain in effect until staging ceiling capacity becomes available. At that time, the applicant has one month to request background data from the Planning Board staff for the purpose of preparing an updated traffic study, and one additional month after receiving the data to submit an updated study. If the background data is supplied during the summer months (from the first of June through the middle of September), the applicant will have until October 15 to complete and submit the updated traffic study. If either of these deadlines is not met, the application will lose its place in line and the new application date will be the date the updated traffic study is eventually submitted. The six month period described earlier will also apply in these policy areas once capacity becomes available and will begin the day that the updated traffic study is submitted. If no traffic study is required, the six month period begins the day that capacity becomes available.

In policy areas where there is remaining staging ceiling capacity, the Planning Board may approve a pending preliminary plan out of sequence with the established queue if the remaining capacity is sufficient to approve all other pending applications in the queue ahead of the subject plan. The Planning Board can not approve an application out of sequence if the remaining capacity is not sufficient to approve these other plans.

Once a project has been assigned an application date, and a determination made that there is sufficient staging ceiling capacity available given its place in the queue, any changes in the staging ceiling or pipeline (such as approvals by the cities) during the period that the project retains this application date will not prevent the project from being approved.

(2) Local Area Review (LAR)

The traffic simulation model used for Policy Area Review addresses the average level of traffic in the policy area. If this were the only test, an area with acceptable average level of service could have one or more intersections, or roadway links, with unacceptably poor levels of service. It is necessary, therefore, that a local area test be applied to assure that new development is not allowed to cause such congestion.

Local Area Review shall, at all times, be consistent with the standards and staging mechanisms of adopted master plans and sector plans. In the Potomac Policy Area, only the area contributing traffic to the intersection of Montrose Road and Seven Locks Road will be subject to Local Area Review.

In the area designated as the Silver Spring CBD Policy Area, the Planning Board, in consultation with the Department of Transportation, will prepare performance evaluation criteria for its

Local Area Review. These criteria will be used to accomplish: (1) safety for pedestrians and vehicles; (2) access to buildings and sites; and (3) traffic flow within the vicinity, at levels which are tolerable in an urban situation. The County Executive will publish a Silver Spring Traffic Management Program after receiving public comment and a recommendation from the Planning Board. This program will list those actions to be taken by government to maintain traffic flow at tolerable levels in the Silver Spring CBD, and protect the surrounding residential area.

Local Area Review must be undertaken for subdivisions which would generate more than 50 peak hour automobile trips in either of the following circumstances:

- o For the policy area, total approved development is within 5 percent of the policy area ceiling; or
- o For the local area, the proposed development is located near a congested area.

In administering the Local Area Review (LAR), the Planning Board must not approve a subdivision if it finds that an unacceptable peak hour level of service will result after taking into account existing roads, programmed roads, available or programmed mass transportation, and

Improvements to be provided by the applicant. If the subdivision will affect an intersection, or roadway link for which congestion is already unacceptable, then the subdivision may only be approved if it does not make the situation worse.

The mid-point of Level of Service E is presumed to be the condition under which a roadway intersection or link is operating at maximum capacity. Critical Lane Volumes or Link Level of Service higher than the mid-point of LOS E are deemed to reduce the overall efficiency of the road network. A peak hour level of service below the midpoint of LOS E is unacceptable for Local Area Review. In Group I Areas, Level of Service below Level of Service D is unacceptable for Local Area Review.

The nature of the LAR test is such that a traffic study is necessary if local congestion is likely to occur. The Planning Board and staff will examine the applicant's traffic study to determine whether adjustments are necessary to assure that the traffic study is a reasonable and appropriate reflection of the traffic impact of the proposed subdivision after taking into account all approved development and programmed transportation projects.

For Local Area Review purposes, the programmed transportation projects to be considered are those included in the most recent edition of the County Executive's Approved Road Program (ARP). The

Approved Road Program shall include only roads programmed in the current approved Capital Improvements Program and the Maryland Consolidated Transportation Program for which:

- (1) The County Executive has determined that construction will begin within two years of the effective date of the approved road program; and
- (2) In the case of the County CIP, 100 percent of the expenditure for contracts, have been appropriated.

For these purposes, roads required under Section 302 of the Charter to be authorized by law are not to be considered programmed until the time for petition to referendum has expired without a valid petition, or the authorizing law has been approved by referendum.

The Planning Board has adopted guidelines for the administration of Local Area Review. To the extent that they are consistent with these legislative guidelines, the Planning Board guidelines may continue to apply or to be amended as the Planning Board deems it necessary to do so. See Montgomery County Planning Department's report "1987 - Alternative Transportation Scenarios and Staging Ceilings," for these guidelines.

In its administration of Local Area Review, the Planning Board shall give careful consideration to the recommendations of the County Executive concerning the applicant's traffic study and proposed improvements or any other aspect of the LAR.

B. Guidelines for Public School Facilities

(1) Geographic Area

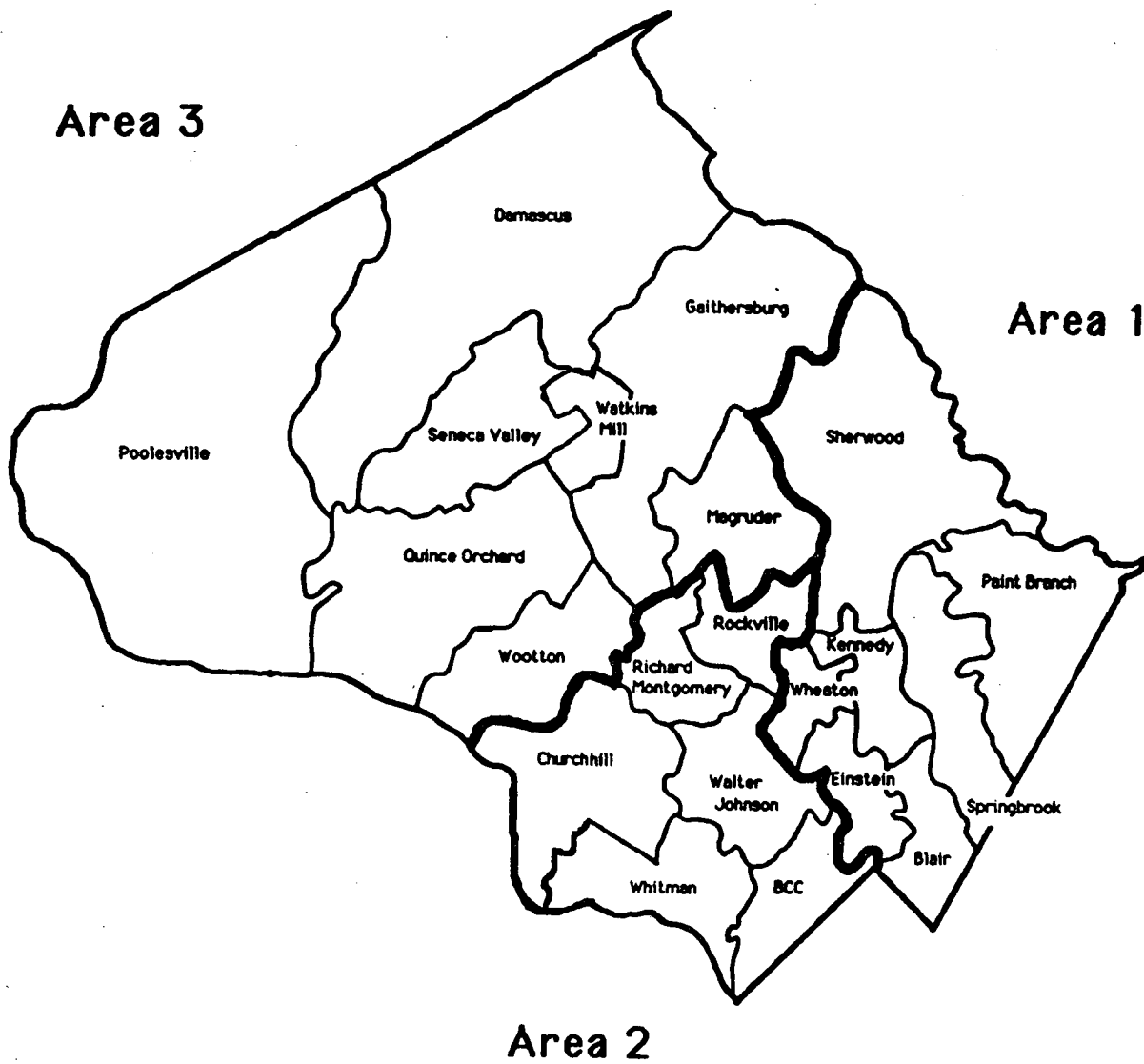
For the purposes of public school analysis and local area review of school facilities at time of subdivision, the County has been divided into 21 areas called high school clusters as shown in Map 4. These areas coincide exactly with the cluster boundaries used by the Montgomery County Public School system.

The Council evaluated available capacity in each high school cluster and compared enrollment projected by Montgomery County Public Schools for each fiscal year with projected school capacity four years out.

If insufficient capacity was available, the Council determined whether an adjacent cluster or clusters had sufficient capacity to cover the projected deficit in school capacity. The Council's groupings were only for the administration of the Adequate Public Facilities Ordinance and are not in any way a required action by the Board of Education in exercising its power to designate school service boundaries.

Map 4

Boundaries for School Areas and High School Clusters



(2) School Capacity Measure

The Council used 110 percent of Council funded program capacity as the school capacity measure in the administration of the Adequate Public Facilities Ordinance. This capacity measure does not count relocatable classrooms in computing a school's permanent capacity.

Based on the approved FY 89-94 CIP, the Council funded regular program capacity is a class size of 25 for grades 1-6, 44 for half day kindergarten where it is currently provided, 22 for all day kindergarten where it is currently provided, and an effective class size of 22.5 for secondary grades.

(3) Grade Levels

Each of the three grade level clusters, namely elementary, J/I/M, and high school are assessed separately as part of the Annual Growth Policy. Using the approach outlined above and assuming the County Executive's recommended [Board of Education's requested] FY 90-95 CIP, results in a determination by the Montgomery County Council that adequate school capacity exists in all high school clusters where residential subdivisions can be approved in 1993 for APFO purposes. The Council declares school capacity for school year 1993 to be adequate for anticipated growth during FY 90 in all high school clusters. Tables 3, 4, and 5 present the results of this analysis.

The Planning Board, in its approval of preliminary plans of subdivisions, shall consider schools to be adequate for Fiscal Year 1990 in all clusters.

(4) Affordable Housing

Because school capacity for Adequate Public Facility purposes has been determined adequate for 1990, the Special Ceiling Allocation for Affordable Housing may be invoked only with respect to transportation ceilings. The need for a Special Ceiling Allocation with respect to school capacity will be considered at such time capacity is inadequate for a particular policy area.

(5) Ceiling Flexibility for Partial Cost Developer Participation

When a subdivision with a residential component is approved for transportation capacity under the provisions of the Partial Cost Developer Participation subsection, the Planning Board may approve the subdivision for school facility adequacy if: (a) the subdivision is located in a school cluster area that has been designated as adequate for school capacity; and (b) the applicant agrees to condition his subdivision approval on a staging schedule, which will require the applicant to receive a subsequent APF approval for school capacity for all of the housing units that are scheduled in his staging plan to receive building permits after the end of the four year period used in calculating school capacity in this Annual Growth Policy. This does not

AGP Resolution
Table 3

**COUNTY EXECUTIVE'S RECOMMENDED FYs 90 - 95 CIP
ELEMENTARY SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA
PROJECTED 1993 ENROLLMENT, EXECUTIVE'S RECOMMENDED CAPACITY**

	A	B	C	D	E
GEOGRAPHIC AREA HIGH SCHOOL CLUSTER AND AREA	SEPTEMBER 1993 ENROLLMENT PROJECTED BY MCPS	100 PERCENT PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FYs 90-95 CIP	CAPACITY REMAINING AT 100 PERCENT B - A	110 PERCENT PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FYs 90-95 CIP	CAPACITY REMAINING AT 110 PERCENT D - A
BLAIR	4968	5169	201	5686	718
EINSTEIN	2946	2961	15	3257	311
KENNEDY	2723	2609	-114	2870	147
PAINT BRANCH	3951	4081	130	4489	538
SHERWOOD	3119	3520	401	3872	753
SPRINGBROOK	3944	4464	520	4910	966
WHEATON	2628	2823	195	3105	477
TOTAL AREA 1	24279	25627	1348	28190	3911
BETHESDA-CHEVY CHASE	3013	2924	-89	3216	203
CHURCHILL	2447	2489	42	2738	291
WALTER JOHNSON	3054	2824	-230	3106	52
R. MONTGOMERY	2415	2497	82	2747	332
ROCKVILLE	2473	2799	326	3079	606
WHITMAN	2161	2168	7	2385	224
TOTAL AREA 2	15563	15701	138	17271	1708
DAMASCUS	3310	3345	35	3680	370
GAITHERSBURG	5964	6199	235	6819	855
MAGRUDER	2399	2458	59	2704	305
POOLESVILLE	1149	1351	202	1486	337
QUINCE ORCHARD	3849	4204	355	4624	775
SENECA VALLEY	4999	5393	394	5932	933
WATKINS MILL	3590	3498	-92	3848	258
WOOTTON	3216	3379	163	3717	501
TOTAL AREA 3	28476	29827	1351	32810	4334
TOTAL COUNTY	68318	71155	2837	78271	9953

SOURCES: BOARD OF EDUCATION'S REQUESTED FY 90 CAPITAL BUDGET AND THE FY 90 TO FY 95 CAPITAL IMPROVE AND COUNTY EXECUTIVE'S RECOMMENDED CAPITAL IMPROVEMENTS PROGRAM FISCAL YEARS 1990 - 1995.

Program capacity is 25 students per classroom grades 1-6 and 44 students per classroom for half-day 22 students per all-day kindergarten. All-day kindergarten assumed where it is located in FY 89.

Numbers may not equal totals due to rounding.

Table prepared by Office of Management and Budget, December 17, 1988

AGP Resolution
Table 4

COUNTY EXECUTIVE'S RECOMMENDED FYs 90 - 95 CIP
JIM SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA
PROJECTED 1993 ENROLLMENT, COUNTY EXECUTIVE'S RECOMMENDED CAPACITY

GEOGRAPHIC AREA HIGH SCHOOL CLUSTER AND AREA	A	B	C	D	E
	SEPTEMBER 1993 ENROLLMENT PROJECTED BY MCPS	100 PERCENT PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FYs 90-95 CIP	CAPACITY REMAINING AT 100 PERCENT B - A	110 PERCENT PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FYs 90-95 CIP	CAPACITY REMAINING AT 110 PERCENT D - A
BLAIR	1439	1634	195	1797	358
EINSTEIN	1120	1197	77	1317	197
KENNEDY	1143	1624	481	1786	643
PAINT BRANCH	1542	1535	-8	1688	146
SHERWOOD	1292	1341	49	1475	183
SPRINGBROOK	1620	1854	234	2039	419
WHEATON	1035	1107	72	1218	183
TOTAL AREA 1	9191	10291	1100	11320	2129
BETHESDA-CHEVY CHASE	713	896	183	985	272
CHURCHILL	1199	1647	448	1812	613
WALTER JOHNSON	835	716	-120	787	-48
R. MONTGOMERY	999	896	-104	985	-14
ROCKVILLE	964	963	-1	1059	95
WHITMAN	1115	1017	-98	1119	4
TOTAL AREA 2	5825	6134	309	6747	922
DAMASCUS	819	891	72	980	161
GAITHERSBURG	1250	1179	-71	1297	47
MAGRUDER	1115	1080	-35	1188	73
POOLESVILLE	0	0	0	0	0
QUINCE ORCHARD	1023	1062	39	1168	145
SENECA VALLEY	1710	1850	140	2034	324
WATKINS MILL	890	738	-152	812	-78
WOOTTON	800	837	37	921	121
TOTAL AREA 3	7607	7637	30	8400	793
TOTAL COUNTY	22623	24061	1438	26467	3844

SOURCES: BOARD OF EDUCATION'S REQUESTED FY 90 CAPITAL BUDGET AND THE FY 90 TO FY 95 CAPITAL IMPROVE AND COUNTY EXECUTIVE'S RECOMMENDED CAPITAL IMPROVEMENTS PROGRAM FISCAL YEARS 1990 - 1995.

Program capacity is 90 percent of state rated capacity or 22.5 students per classroom.

Numbers may not equal totals due to rounding.

Table prepared by Office of Management and Budget, December 17, 1988.

**AGP Resolution
Table 5**

**COUNTY EXECUTIVE'S FYs 90 - 95 CIP
SENIOR HIGH SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA
PROJECTED 1993 ENROLLMENT AND COUNTY EXECUTIVE'S RECOMMENDED**

	A	B	C	D	E
GEOGRAPHIC AREA HIGH SCHOOL CLUSTER AND AREA	SEPTEMBER 1993 ENROLLMENT PROJECTED BY MCPS	100 PERCENT PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FYs 90-95 CIP	CAPACITY REMAINING AT 100 PERCENT B - A	110 PERCENT PROGRAM CAPACITY COUNTY EXECUTIVE'S RECOMMENDED FYs 90-95 CIP	CAPACITY REMAINING AT 110 PERCENT D - A
BLAIR	2171	2039	-133	2242	71
EINSTEIN	1235	1386	151	1525	290
KENNEDY	1324	1350	26	1485	161
PAINT BRANCH	1605	1647	42	1812	207
SHERWOOD	1420	1287	-133	1416	-4
SPRINGBROOK	1960	1580	-380	1738	-222
WHEATON	1130	1233	103	1356	226
TOTAL AREA 1	10845	10522	-324	11574	729
BETHESDA-CHEVY CHASE	1291	1535	244	1688	397
CHURCHILL	1578	1476	-102	1624	46
WALTER JOHNSON	1209	1557	348	1713	504
R. MONTGOMERY	1455	1530	75	1683	228
ROCKVILLE	1194	1269	75	1396	202
WHITMAN	1338	1656	318	1822	484
TOTAL AREA 2	8065	9023	958	9925	1860
DAMASCUS	1236	1130	-107	1242	6
GAITHERSBURG	1773	1935	162	2129	356
MAGRUDER	1280	1355	75	1490	210
POOLESVILLE	626	860	234	945	319
QUINCE ORCHARD	1834	1890	56	2079	245
SENECA VALLEY	1779	1688	-92	1856	77
WATKINS MILL	1529	1458	-71	1604	75
WOOTTON	1705	1575	-130	1733	28
TOTAL AREA 3	11762	11889	127	13078	1316
TOTAL COUNTY	30672	31433	761	34576	3904

SOURCES: BOARD OF EDUCATION'S REQUESTED FY 90 CAPITAL BUDGET AND THE FY 90 TO FY 95 CAPITAL IMPROVEMENTS AND COUNTY EXECUTIVE'S RECOMMENDED CAPITAL IMPROVEMENTS PROGRAM FISCAL YEARS 1990 - 1995.

Program Capacity is 90 percent of state rated capacity or 22.5 students per classroom.

Numbers may not equal totals due to rounding.

Table prepared by Office of Management and Budget, December 17, 1988.

imply any obligation on the part of the Council to provide public school facilities in accordance with any staging plan and the applicant may provide private resources for school sites and/or school construction in order to assure adequate school capacity.

C. Guidelines for Water and Sewerage Facilities

In accordance with the language of the Adequate Public Facilities Ordinance itself, both for policy areas with a staging ceiling and in those without one, applications shall be considered adequately served by water and sewerage if the subdivision is located in an area in which water and sewer service is presently available, is under construction, or is designated by the County Council for extension of service within the first two years of a current approved Comprehensive Water Supply and Sewerage Systems Plan (i.e., categories I, II, and III) or if the applicant either provides a community water and/or sewerage system or meets health department requirements for septic and/or well systems, as outlined in the Adequate Public Facilities Ordinance. These requirements are determined either by reference to the Water and Sewerage Plan, adopted by the Council, or by obtaining a satisfactory percolation test from the County Health Department.

Applications will only be accepted for further planning staff and Board consideration if they present evidence of meeting the appropriate requirements.

D. Guidelines for Police, Fire and Health Services

The Planning Board and staff shall consider the programmed services to be adequate for facilities such as police stations, firehouses, and health clinics unless there is evidence to believe that a local area problem will be generated. Such a problem is one which cannot be overcome within the context of the approved Capital Improvements Program and Operating Budgets of the relevant agencies. Where such evidence exists, either through agency response to the Subdivision Review committee clearinghouse, or through public commentary or planning staff consideration, a Local Area Review shall be undertaken. Such review shall seek a written opinion from the relevant agency, and will require, if necessary, additional data from the applicant, to facilitate the completion of the planning staff recommendation within the statutory time frame for Planning Board action. In performing this Local Area Review, the facility capacity at the end of the sixth year of the approved CIP shall be compared to the demand generated by the "most probable" forecast for the same year prepared by the Montgomery County Planning Department.

E. Guidelines for Resubdivisions

Applications to amend a previously approved preliminary plan of subdivision shall not require a new test for adequacy of public facilities in the following instances:

- o Revisions to a preliminary plan which has not been recorded. Provided that the preliminary plan has not expired and the number of trips which will be produced by the revised plan is not greater than the trips produced by the original plan.
- o Resubdivision of a recorded lot involving the sale or exchange of parcels of land (not to exceed a total of 2,000 square feet or one percent of the combined area, whichever is greater) between owners of adjoining properties for the purpose of small adjustments in boundaries.
- o Resubdivision of a recorded lot involving more than 2,000 square feet or one percent of the lot area provided that less than three years have passed since preliminary plan approval; or if construction has begun on any portion of the preliminary plan, less than five years have passed since preliminary plan approval; or, if construction of an APF related road improvement required as a condition of the original preliminary plan is proceeding as scheduled, less than 10 years have passed since preliminary plan approval. In addition to meeting the requirements above, the number of trips which will be produced by the revised plan shall not be greater than the trips in the original plan.

II. Process for Amending Annual Growth Policy

Chapter 33A, Division 2, of the Montgomery County Code provided that "the County Council may adopt a subsequent resolution, after public hearing, to amend the Annual Growth Policy." The amendment process should be reserved for situations in which a need arises to resolve broad policy issues without waiting for the annual cycle of revision. In such cases, the process should follow a format similar to the one provided for the annual revision process under Chapter 33A, consisting of the following steps:

- (1) A request for amendment must be made in writing to the Planning Board.
- (2) The Planning Board may, in response to such request or on its own initiative, prepare an amendment. The amendment must be accompanied by a statement of the severity of the problem addressed, the nature of the conflict in public policies which is involved, and approaches for resolving the conflict, including any specific recommendations. In cases where the Council or Executive requests an amendment which the Planning Board does not support, the Board must prepare a draft which complies with the original request, in addition to its own recommendations.
- (3) The Planning Board's amendment must be submitted to the County Executive, who may make revisions in the form of specific additions or deletions, and who must then recommend an amendment to the County Council.

- (4) After public hearing by the County Council, the Council may approve, approve with revisions, or disapprove, the amendment recommended by the Executive.
- (5) The Planning Board's amendment must be forwarded to the County Executive not more than forty-five days after receipt of a written request from the Executive or Council. The Executive's recommended amendment must be forwarded to the County Council not more than thirty days after receipt of the Planning Board's amendment. The Council should act on the recommended amendment not more than 45 days after the closing of the public hearing record.

III. Issues to be Addressed During Next Fiscal Year

In adopting the FY 1990 Annual Growth Policy, the Council recognizes that not all aspects of a comprehensive approach to growth policy can be dealt with in one year. To ensure that the policy making process continues to be developed and refined, the following matters are to be dealt with further during the next fiscal year.

- o Comprehensive review of the structure of policy areas.

*NOTE: This section to be filled in by Council if additional policy issues arise.

Appendices

Material in this appendix is provided for reference purposes only and is not part of the Annual Growth Policy adopted by the Council.

APPENDICES

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Appendix A:

**The
Capital
Improvements
Program**

THE CAPITAL IMPROVEMENTS PROGRAM

Highlights

The Recommended Annual Growth Policy and the Recommended Capital Improvements Program for FY 90-95 are necessarily linked. The CIP contains the capital projects needed to support continued orderly growth in the County. The ceilings recommended in the AGP are based on these capital projects.

This year's CIP is a \$1,967.2 million package representing a 16 percent increase over the current approved FY 89-94 CIP. Transportation and education needs continue to be a priority. Together, the transportation and education CIP programs account for \$1,027.7 million, or 51 percent of the recommended CIP (up 6 percent from \$972.4 million last year). Additionally, the recommended CIP contains significant initiatives and carefully phased facility development programs in most other important CIP program areas, including central business district revitalization.

**1. Capital Improvements Program:
Transportation**

THE CAPITAL IMPROVEMENTS PROGRAM

1. Transportation Program

In the FY 90-95 Recommended CIP, the County continues to program ongoing roads counted for growth capacity purposes under the current, four-year Adequate Public Facilities Ordinance requirements. These ongoing roads are included in the FY 90-95 CIP at a six-year cost of \$303.1 million.

Both the CIP and AGP contemplate a partnership with the State in providing for the transportation needs of the County. State roads make up approximately 20 percent of our transportation network, yet they carry 80 percent of the traffic and are used for calculating growth capacity under the APFO.

The following table shows the highway projects that are counted under the current year's recommended staging ceilings. The maps that follow the table illustrate the Countywide impact of the CIP road building projects. Appendix B shows the roads that are counted for the staging ceilings for each policy area.

TABLE A1: LIST OF HIGHWAY PROJECTS BY POLICY AREA WHICH WAS 100% PROGRAMMED FOR CONSTRUCTION IN THE FIRST FOUR YEARS OF THE FY90-95 CIP AND THE MDDOT FY89-94 CONSOLIDATED TRANSPORTATION PROGRAM.

<u>POLICY AREA</u>						
Project No.	Ref. No.	Code No.	Project Name	Scope of Improvement	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
<u>BETHESDA CHEVY CHASE</u>						
793369	3.	D31	<u>Friendship Blvd./The Hills Plaza</u> Phase I: The Hills Plaza Extended	4 Lane Business Street	Y	92
			Phase II: Friendship Boulevard	4 Lane Business Street	N	92
151087	4.	D6	<u>I-495 Widening (Capital Beltway)</u> Potomac River to River Road (MD 190)	+2 Lanes	Y	92
673942	70.	D33	<u>Woodmont Ave.-Wisc. Ave. to Batt. Lane</u>	---	-	91
<u>CLOVERLY</u>						
863119	5.	E1	<u>Ednor Road Bridge</u> Northwest Branch	+1 Lane	N	90
673940	6.	E19	<u>Bonifant Road</u> Layhill Road (MD 182) to New Hampshire Avenue (MD 650)	Safety Widening	Y	90
<u>DAMASCUS</u>						
Special Projects	8.	A12	<u>Ridge Road (MD 27)</u> Lewis Drive to Main Street (MD 108)	Geometric Improvements	Y	90
873121	71.	A11	<u>Sweepstakes Rd. (c)</u>	Safety Widening	-	93
<u>FAIRLAND/WHITE OAK</u>						
152040	12.	E7	<u>US 29: New Hampshire Avenue (MD 650)</u> to Industrial Parkway and Greencastle Road north of Sandy Spring Road (MD 198)	+2 Lanes	Y	91
833963	13.	E6	<u>Fairland Road</u> Randolph Road to Columbia Pike (US 29)	Safety Widening	Y	91
833888	14.	E5	<u>E. Randolph Road Widening</u> Phase I: New Hampshire Avenue (MD 650) to Fairland Road	+4 Lanes	Y	92
883103	15.	E17	<u>Briggs Chaney Road Widening</u> Phase I: Bridge Widening	+1 Lane	Y	91

POLICY AREA

Project No.	Ref. No.	Code No.	Project Name	Scope of Improvement	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
<u>GAITHERSBURG EAST</u>						
151015	18	B8	<u>I-370 Metro Connection</u> I-270 to Shady Grove Metro Access Road	4 and 6 Lane Freeway	Y	90
151024	19	B1	<u>I-270 Widening</u> Policy Area boundary to Policy Area boundary	+2 Lanes, CD Road	Y	91
153065	20	B17	<u>Midcounty Highway Widening (MD115 Relocated)</u> Montgomery Village Avenue to Shady Grove Road	+2 Lanes Divided	Y	91
663899	21	B23	<u>Muddy Branch Road/W. Diamond Ave.</u> I-270 to W. Diamond Avenue (MD 117)	+2 Lanes, Divided	N	90
763815	23	B19	<u>Gude Drive Railroad Bridge</u> Over B&O and Metro Tracks	+ 3 Lanes	Y	91
723271	24	B20	<u>Gude Drive Extension, Phase II</u> Piccard Dr. to Frederick Ave. (MD355)	+2 Lanes	Y	92
793177	25	B19	<u>Gude Drive Widening</u> Section I: Frederick Road (MD 355) to Calhoun Drive Section II: Calhoun Dr. To Dover Rd. Section III: Dover Rd. to Southlawn Ln.	+4 Lanes +2 Lanes + 3 Lanes	Y Y Y	91 91 91
853176	26	B35	<u>Airpark Road/Shady Grove Road Ext.</u> Muncaster Mill Road (MD 115) to Laytonsville Road (MD 124)	4 Lanes	Y	91
853137	27	B14	<u>Watkins Mill Road - School Access</u> Club Road to Mill Stream Court; Apple Ridge Rd. to past Great Seneca CK.	+2 Lanes	Y	91

GAITHERSBURG WEST

151024	29	B1	<u>I-270 Widening</u> Policy Area boundary to Policy Area boundary	+2 Lanes CD Roads	Y	91
663899	30	B23	<u>Muddy Branch Road</u> Darnestown Road (MD 28) to I-270	+2 Lane Divided	Y	90
853121	31	B27	<u>Key West Ave.-Shady Grove to Gude Dr.</u> Phase II: Shady Grove Road to Gude Dr.	+2 Lanes	Y	90
803530	32	B27	<u>Key West Avenue - MD 28, Phase III</u> Darnestown Road (MD 28) to Great Seneca Highway Great Seneca Hwy. to Shady Grove Rd.	+2 Lanes +4 Lanes	Y	90

POLICY AREA

Project No.	Ref. No.	Code No.	Project Name	Scope of Improvement	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
<u>GAITHERSBURG WEST (continued)</u>						
713129	33	B12	<u>Great Seneca Highway, Phase II</u> Quince Orchard Road (MD 124) to Darnestown Road (MD 28)	4 Lanes Divided	Y	90
743799	34	B31	<u>Longdraft Road, Phase II</u> Clopper Rd. (MD 117) from Metropolitan Grove Road to Game Preserve Road	+2 Lanes	Y	91
863111	35	B12	<u>Great Seneca Highway, Phase III</u> Great Seneca Creek to Quince Orchard Road (MD 124)	4 Lanes Divided	Y	91
663907	36	B25	<u>Fields Road</u> Muddy Branch Road to Omega Drive	4 Lanes, 5 Lanes	Y	91
853122	37	B24	<u>Sam Eij Highway</u> Fields Road to I-270 Great Seneca Highway to Fields Rd.	6 Lanes 4 lanes	Y	93
903145	72	B59	<u>Life Sciences Ctr.-Roadway Improvement</u>	----	-	92

GERMANTOWN EAST

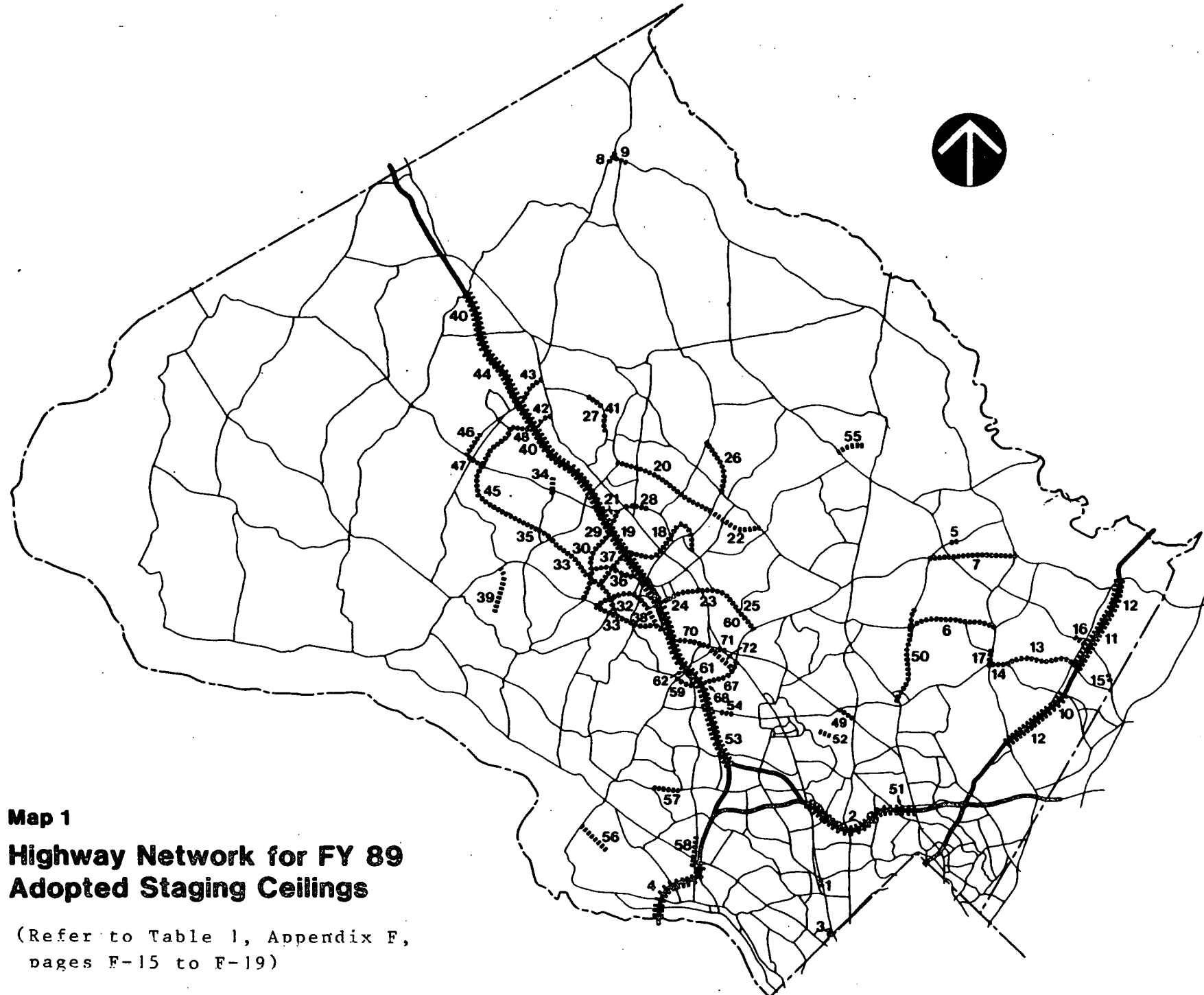
151024	40	B1	<u>I-270 Widening and Middlebrook Road Interchange</u> Policy Area boundary to Policy Area boundary	+2 Lanes, New Interchange	Y	91
853137	41	B14	<u>Watkins Mill Road - School Access</u> Club Lake Road to Mill Stream Court;	+2 Lanes Undivided	Y	91
863125	42	B59	<u>Middlebrook Road</u> Phase II: I-270 to Frederick Road (MD 355)	3 Lanes	Y	91
863171 153023	43	B9	<u>MD 118 Relocated (Germantown Road)</u> Phase II: I-270 to Frederick Road (MD 355)	6 Lanes	N	92

GERMANTOWN WEST

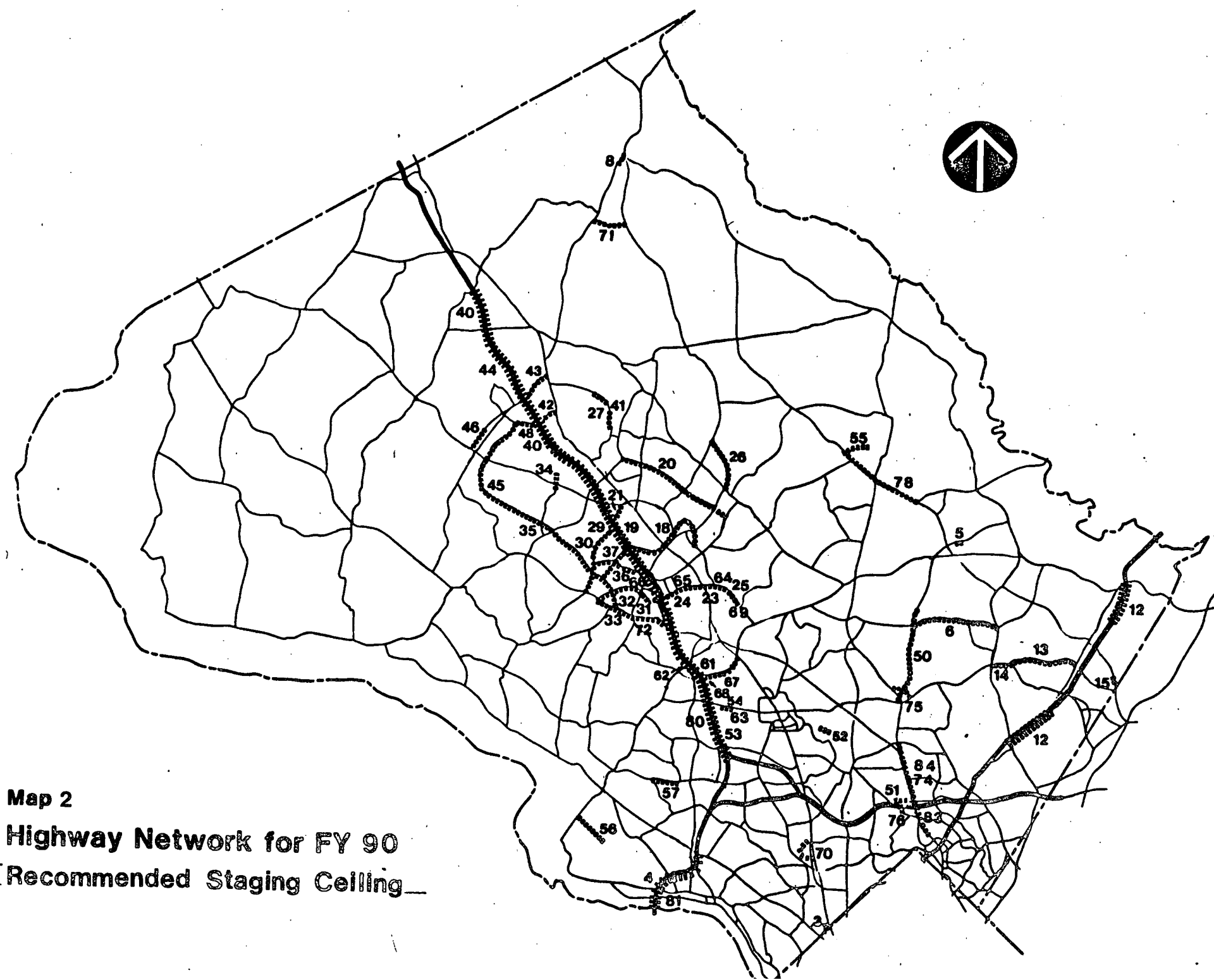
151024	44	B1	<u>I-270 Widening and Middlebrook Road Interchange</u> Policy Area boundary to Policy Area boundary	+2 Lanes, New Interchange	Y	91
863111	45	B12	<u>Great Seneca Highway, Phase III</u> Middlebrook Road to Great Seneca Creek	4 Lanes Divided	Y	91
863171 153023	46	B9	<u>MD 118 Relocated (Germantown Road)</u> Phase I: Wisteria Drive to Clopper Road	6 Lanes	Y	92
863125	48	B6	<u>Middlebrook Road, Phase I</u> Great Seneca Highway to I-270	+4 Lanes Divided	N	93

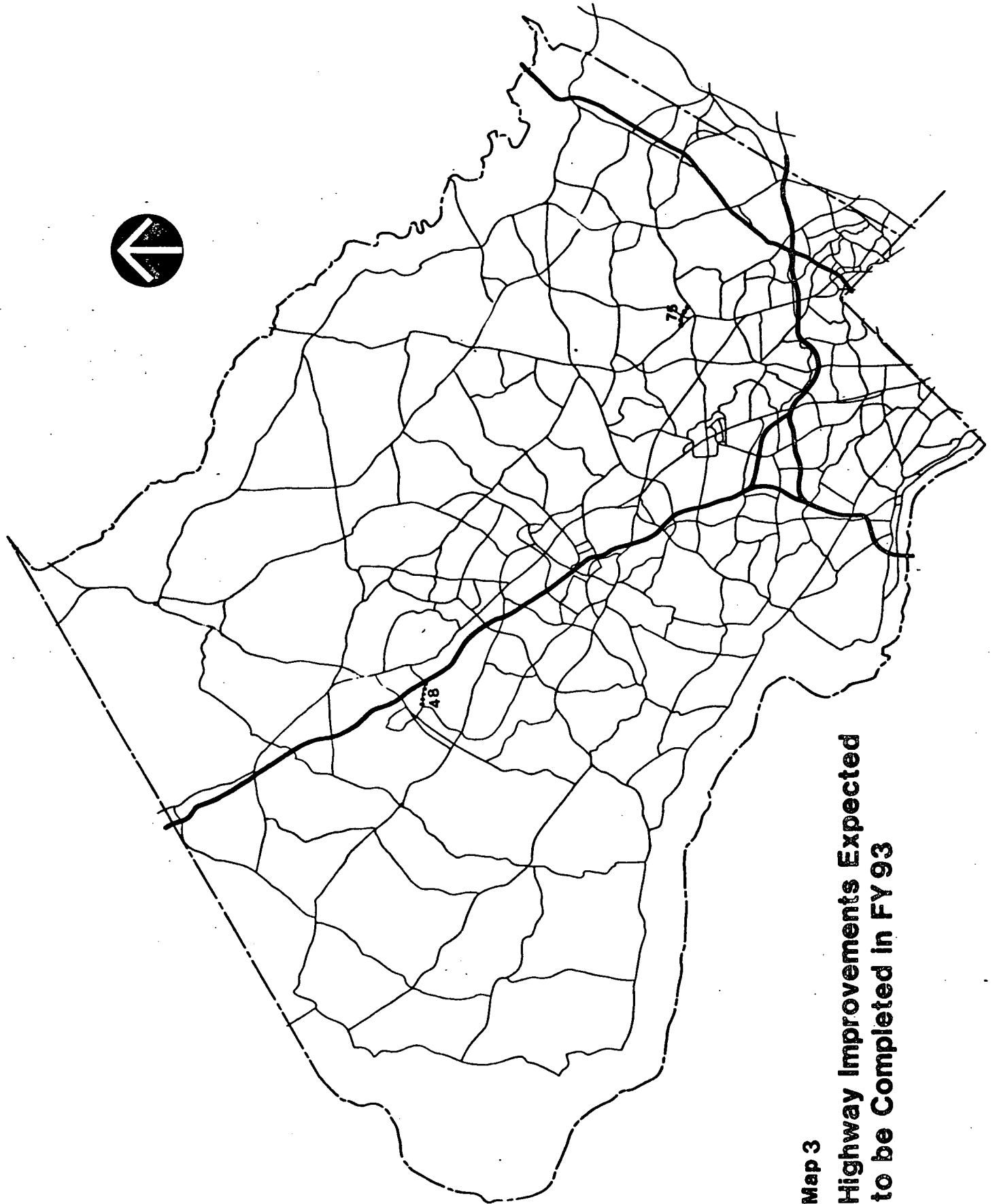
<u>POLICY AREA</u>						
Project No.	Ref. No.	Code No.	Project Name	Scope of Improvement	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
<u>KENSINGTON/WHEATON</u>						
153011	50	C5	<u>Layhill Road (MD 182) Widening</u> Georgia Ave. (MD 97) to Longmead Rd.	+2 Lanes Divided	Y	91
153181	51	D8	<u>Forest Glen Road (MD 192)</u> Georgia Ave. (MD 97) to Belvedere Pl.	+2 Lanes	N	90
883102	52	D34	<u>Dewey Road</u> Dahill Road to Garrett Park Road	Safety Widening	N	92
WMATA	74.	D30	<u>Forest Glen Metro Station</u>	—	—	91
903192	75.	C9	<u>Glenallan Avenue</u>	+1 lane		93
803498	76.	D35	<u>Belvedere Place Ext.</u>	Residential Primary		90
WMATA	84	D30	<u>Wheaton Metro Station</u>	—	—	91
<u>NORTH BETHESDA</u>						
151024	53.	D28	<u>I-270 Widening</u> Y Split to Policy Area boundary	+2 Lanes, CD Roads	Y	91
813591	54.	D39	<u>Montrose Road Extension</u> Phase III: Westmont Blvd. to Old Bridge Road	+2 Lanes	N	90
<u>OLNEY</u>						
783018	55.	C11	<u>Briars Road Connection</u> to Olney-Laytonsville Road (MD 108)	2 lanes	Y	92
153370	78.	C10	<u>MD 108: Olney Mill Rd.-Dr. Bird Rd.(s)</u>	+2 lanes divided	—	93
<u>POTOMAC</u>						
863131	56.	D1	<u>Oaklyn Drive</u> Falls Road (MD 189) to Potomac Station Lane	2 Lanes	Y	90
813595	57	D2	<u>Democracy Boulevard Extension</u> Gainesborough Rd. to Kentsdale Dr.	2 Lanes	Y	90
151024	80	D28	<u>I-270 Widening</u> Y Split to Policy Area boundary	+2 lanes CD roads	Y	91
151087	81	D6	<u>I-495: Widening (Capital Beltway)</u>	+2 lanes	Y	92

						Approved Road	100% of Const.
<u>POLICY AREA</u>							
Project No.	Ref. No.	Code No.	Project Name	Scope of Improvement	Program of 7/1/88	Expenditures by Fiscal Year	
<u>ROCKVILLE</u>							
151024	61.	B1	<u>I-270 Widening</u> Policy Area boundary to Policy Area boundary	+2 Lanes CD Roads	Y	91	
151033	62.	B4	<u>Falls Road (MD 189) Interchange</u> Interchange with I-270	New Interchange	Y	90	
813591	63.	D39	<u>Montrose Road Extension</u> Phase III: Westmont Blvd.to Old Bridge Rd.	+2 Lanes	N	90	
763815	64.	B19	<u>Gude Drive Railroad Bridge</u> Over B & O and Metro Tracks	+3 Lanes	Y	91	
723271	65	B20	<u>Gude Drive Extension, Phase II</u> Piccard Dr. to Frederick Ave. (MD 355)	+2 Lanes	Y	92	
853121	66.	B27	<u>Key West Avenue - Shady Grove to Gude</u> Phase II: Shady Grove Road to Gude Drive	+2 Lanes	Y	90	
823865	67	R1	<u>Ritchie Parkway</u> Seven Locks Rd.to Rockville Pike(MD 355)	4 Lanes	Y	91	
151035	68.	R1	<u>I-270</u> New Ritchie Parkway bridge over I-270	4 Lane bridge	Y	91	
793177	69.	B19	<u>Gude Drive Widening</u> Section I: Frederick Road (MD 355) to Calhoun Drive Section II: Calhoun Drive to Dover Rd. Section III:Dover Rd. to Southlawn Ln.	+4 Lanes +2 Lanes +3 Lanes	Y Y Y	91 91 91	
<u>SILVER SPRING/TAKOMA PARK</u>							
WMATA	83	D30	<u>Red Line Ext. to Wheaton</u>	----	-	91	

**Map 1****Highway Network for FY 89
Adopted Staging Ceilings**

(Refer to Table 1, Appendix F,
pages F-15 to F-19)





Map 3
Highway Improvements Expected
to be Completed in FY 93

2 . Capital Improvements Program:

Schools

THE CAPITAL IMPROVEMENTS PROGRAM

2. Schools Program

The County continues its strong commitment to education excellence. The Recommended CIP includes \$496.8 million for the Board of Education over the six-year period. This represents an increase of 19 percent over the FY89-94 CIP. Included in the program are 24,311 additional classroom spaces for the six-year period.

New facilities being recommended in the FY90-95 CIP are:

- o 16 new elementary schools, including the reopening of two closed elementary schools and the reconstruction of one elementary school.
- o Six new middle schools, including the reopening of three closed middle schools.
- o One new senior high school and the reconstruction of one existing high school.
- o Additional classrooms for elementary, junior/intermediate/middle, and high schools. The total additional capacity provided by the County Executive in the six-year period is 24,311 spaces.

Table A2

**County Executive's Recommended School Projects
that Increase Capacity in Area 1, FY 1990-95**

<u>Code #</u>	<u>School Name</u>	<u>Opening Date</u>	<u>New Capacity</u>
	<u>Montgomery Blair Cluster</u>		
1	East Silver Spring Elementary (A)	1989	138
	Forest Knolls Elementary*	1991	45
2	Montgomery Knolls Elementary (A)	1989	125
3	Pine Crest Elementary (A)	1993	<u>130</u>
	SUBTOTAL		<u>438</u>
	<u>Albert Einstein Cluster</u>		
4	Highland Elementary (A)	1989	102
5	Woodlin Elementary (A)	1989	<u>202</u>
	SUBTOTAL		<u>304</u>
	<u>John F. Kennedy Cluster</u>		
6	Argyle Middle (R)	1990	950
7	John F. Kennedy High (A)	1991	50
	Classrooms undecided Elementary (A)	1992/94	<u>625</u>
	SUBTOTAL		<u>1,625</u>
	<u>Paint Branch Cluster</u>		
8	Briggs Chaney Middle (N)	1990	800
9	Burtonsville Elementary (A)	1993	258
10	Cloverly Elementary (R)	1989/90	600
11	Fairland Elementary (N)**	1992	740
12	Galway Elementary (A)	1992	<u>182</u>
	SUBTOTAL		<u>2,580</u>
	<u>Sherwood Cluster</u>		
14	Brooke Grove Elementary (N)	1989	640
15	Hopewell Middle (N)***	1992	480
16	Olney 93 Elementary (N)	1993	740
17	Olney Elementary (A)	1990	<u>183</u>
	SUBTOTAL		<u>2,043</u>
	<u>Springbrook Cluster</u>		
18	Broad Acres Elementary (A)	1989	200
19	Burnt Hills Elementary (R)	1990	538
20	Cresthaven Elementary (A)	1989	138
21	F. S. Key Middle (R)	1991	1,000
22	North Springbrook Elementary (N)	1992	<u>740</u>
	SUBTOTAL		<u>2,616</u>
	<u>Wheaton Cluster</u>		
23	Wheaton High (A)	1989	<u>50</u>
	SUBTOTAL		<u>50</u>
TOTAL ADDITIONAL CAPACITY			9,656

Code # = map reference #

(A) = Addition; (N) = New school; (R) = Reopened school

* Capacity increase from program change.

** New school will replace existing facility in 1992.

*** New school will be shared by Sherwood and Zadok Magruder clusters.

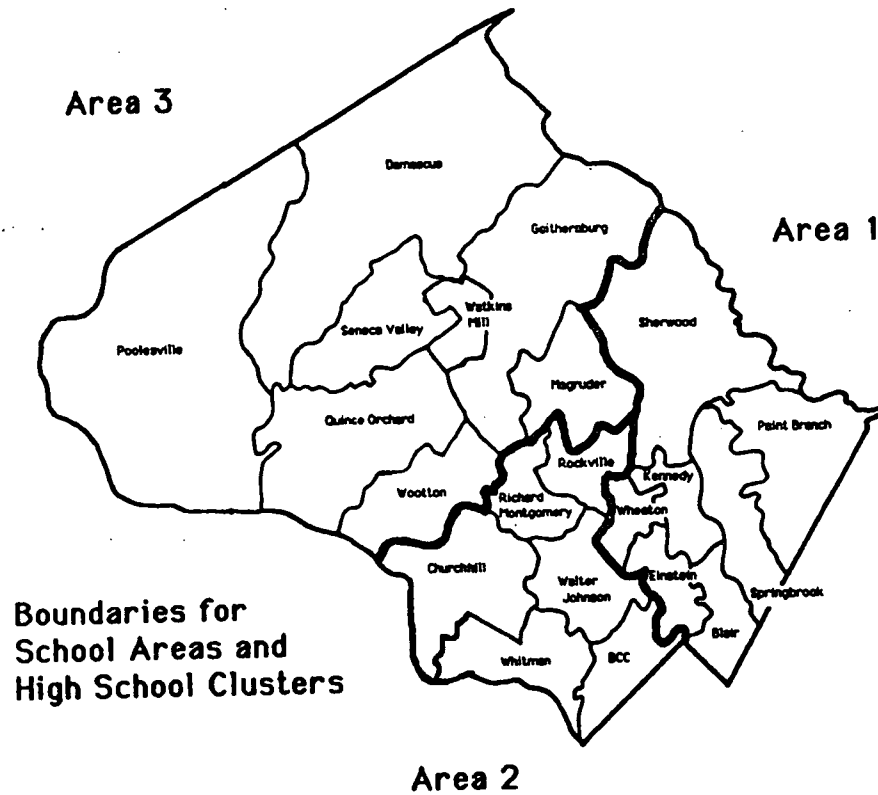


Figure A1

**Area 1
Schools**

New ■

Reopened ■

Additions □

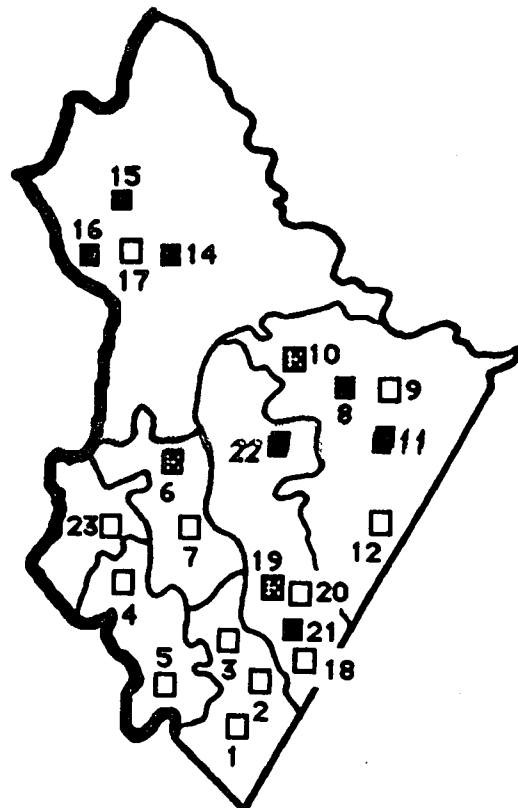


Table A3

**County Executive's Recommended School Projects
that Increase Capacity in Area 2, FY 1990-95**

<u>Code #</u>	<u>School Name</u>	<u>Opening Date</u>	<u>New Capacity</u>
	<u>Bethesda Chevy Chase Cluster</u>		
1	Rock Creek Forest Elementary (A)	1989/91	<u>201</u>
		SUBTOTAL	<u>201</u>
	<u>Winston Churchill Cluster</u>		
2	Cabin John Middle (R)	1989	<u>950</u>
		SUBTOTAL	<u>950</u>
	<u>Walter Johnson Cluster</u>		
3	Luxmanor Elementary (A)	1989	<u>100</u>
	Classrooms undecided Elementary (A)	1992	<u>300</u>
		SUBTOTAL	<u>400</u>
	<u>Richard Montgomery Cluster</u>		
4	Beall Elementary (A)	1991	<u>125</u>
5	College Gardens Elementary (A)	1993	<u>100</u>
		SUBTOTAL	<u>225</u>
	<u>Walt Whitman Cluster</u>		
6	Burning Tree Elementary (A)	1991	<u>150</u>
7	Carderock Springs Elementary (A)	1994	<u>50</u>
		SUBTOTAL	<u>200</u>
TOTAL ADDITIONAL CAPACITY			1,976

Code # = map reference #

(A) = Addition; (N) = New school; (R) = Reopened school

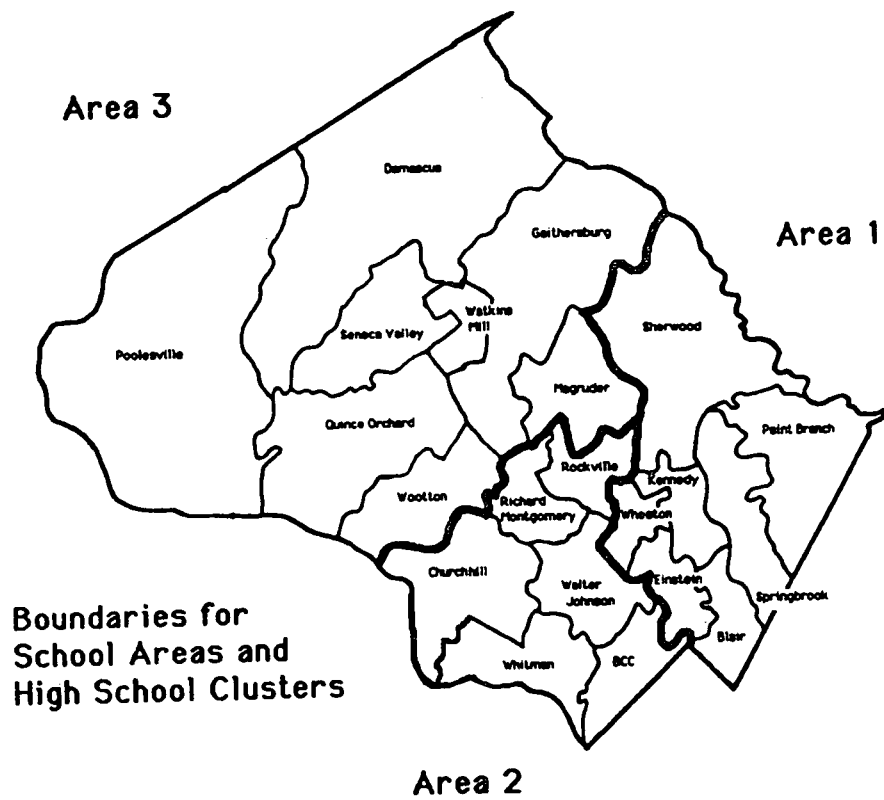


Figure A2

Area 2 Schools

New ■

Reopened ■

Additions □

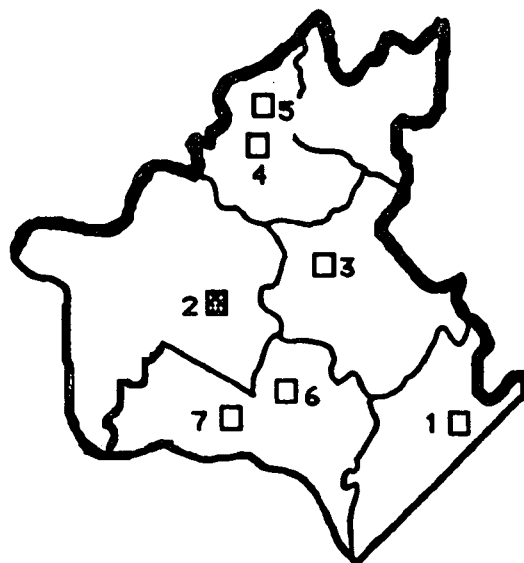


Table A4

**County Executive's Recommended School Projects
that Increase Capacity in Area 3, FY 1990-95**

<u>Code #</u>	<u>School Name</u>	<u>Opening Date</u>	<u>New Capacity</u>
	<u>Damascus Cluster</u>		
1	John T. Baker Intermediate (A)	1994	325
2	Damascus Area Elementary (N)	1991	740
3	Damascus High School (A)	1994	<u>445</u>
	SUBTOTAL		<u>1,510</u>
	<u>Gaithersburg Cluster</u>		
4	Gaithersburg Area Elementary (N)	1993	740
5	Hadley Farms Elementary (N)	1991	740
6	Laytonville Elementary (A)	1989	36
7	Summit Hall Elementary (A)	1991	<u>176</u>
	SUBTOTAL		<u>1,692</u>
	<u>Zadok Magruder Cluster</u>		
8	Bowie Mill Elementary (N)	1990	640
	Hopewell Middle (N)*	1992	320
	Classrooms undecided Elementary (A)	1993	<u>200</u>
	SUBTOTAL		<u>1,160</u>
	<u>Poolesville Cluster</u>		
9	Poolesville Area Elementary (N)	1993	<u>500</u>
	SUBTOTAL		<u>500</u>
	<u>Quince Orchard Cluster</u>		
10	Kentlands Elementary (N)	1990	740
11	Quince Orchard Area Elementary (N)	1993	740
12	Quince Orchard High (A)	1991	<u>370</u>
	SUBTOTAL		<u>1,850</u>
	<u>Seneca Valley Cluster</u>		
13	Germantown Middle (N)	1992	1,000
14	Germantown Area 93 Elementary (N)	1993	740
15	Hopkins Road Elementary (N)	1990	<u>740</u>
	SUBTOTAL		<u>2,480</u>
	<u>Watkins Mill Cluster</u>		
16	Stedwick Elementary (A)	1991/93	250
17	Middlebrook Elementary (N)	1989	740
18	Watkins Mill Elementary (A)	1993	100
19	Watkins Mill High (N)	1989	1,620
20	Whetstone Elementary (A)	1991	250
	Classrooms undecided Elementary (A)	1994	<u>250</u>
	SUBTOTAL		<u>3,210</u>
	<u>Thomas S. Wootton Cluster</u>		
21	Travilah Elementary (A)	1993	<u>277</u>
	SUBTOTAL		<u>277</u>
TOTAL ADDITIONAL CAPACITY			<u>12,679</u>

Code # = map reference #

(A) = Addition; (N) = New school; (R) = Reopened school

* New school will be located in Sherwood Cluster and shared by Sherwood and Zadok Magruder clusters.

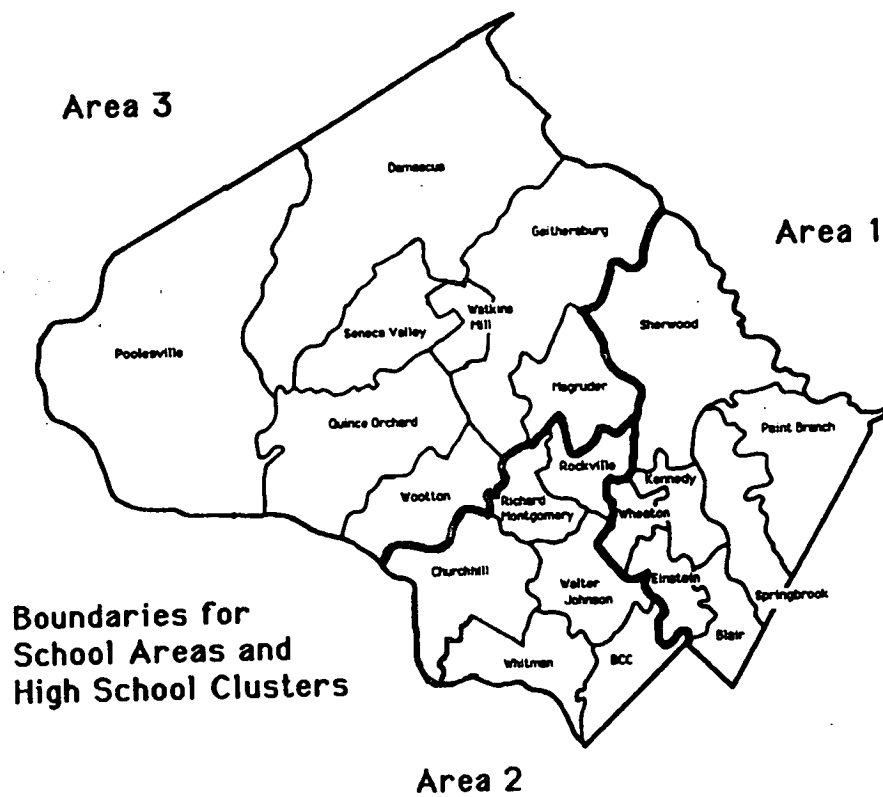
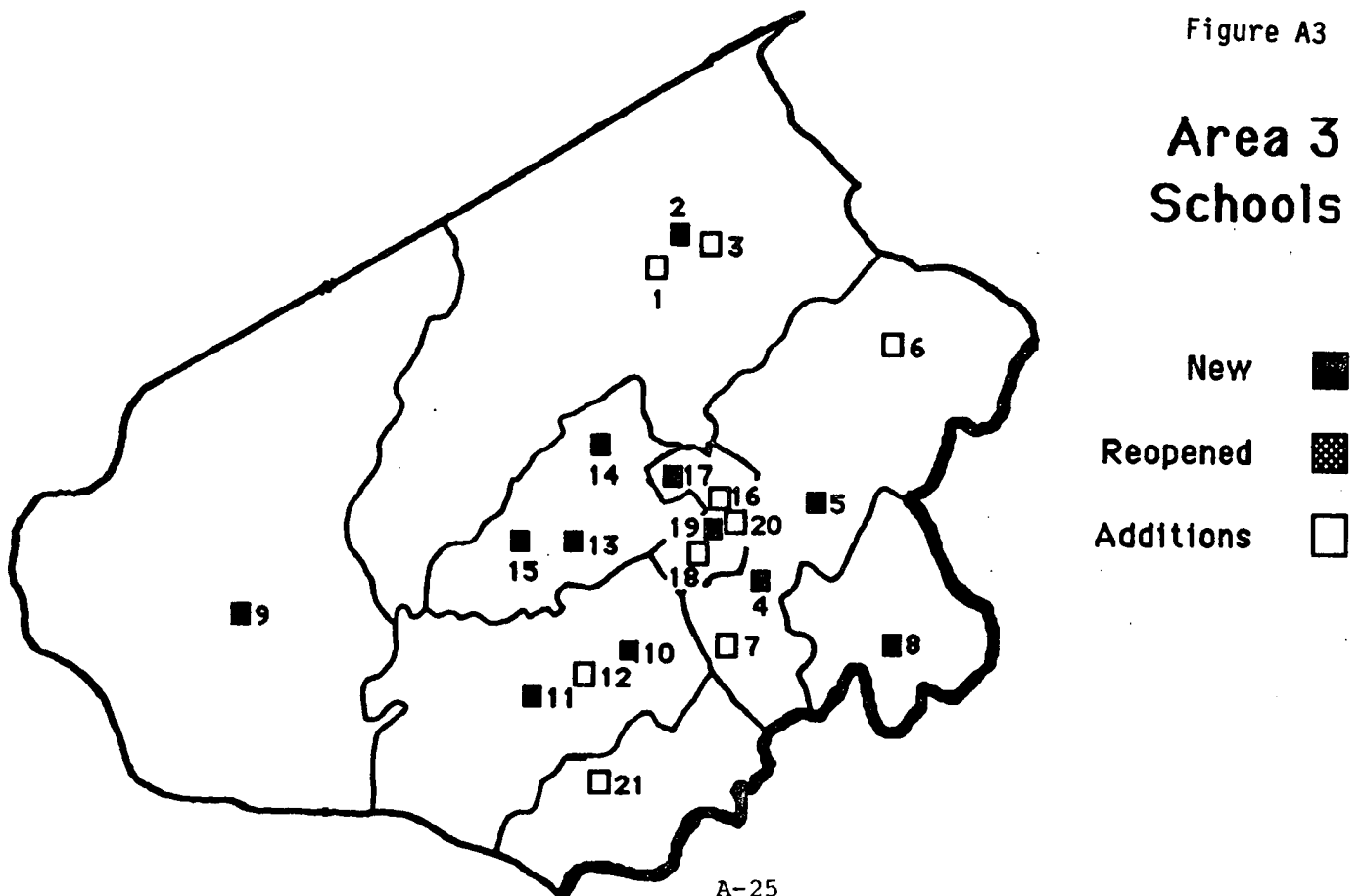


Figure A3

Area 3 Schools



Appendix B:

**Policy Area
Staging Charts
and
Statistical
Profiles**

Staging Charts and Statistical Profiles

This section defines terms frequently used in the administration of the APFO and explains how to read the information found on the policy area fact sheets. The fact sheet also includes a statistical profile, representing a variety of demographic information on Montgomery County at the policy area level.

Explanation of Staging Charts

AA Existing and Forecasted Housing: The estimated number of 1988 existing and forecasted houses in the policy area.

Existing housing is estimated through January 1, 1988. This is shown on the graphs by a hollow square and noted on the vertical axis at 3,480 housing units in the Germantown East sample chart.

The market projection lines show three development forecasts through the year 2005. Montgomery County Planning Department's staff report entitled "1987 Trends and Forecasts" discusses the assumptions used in making these High, Intermediate, and Low projections.

A Pipeline: The number of housing units still to be built in the policy area.

The pipeline equals the total number of approved housing units that are not yet constructed in the policy area through November 23, 1988. The pipeline includes subdivision approvals and sewer authorizations through November 23, 1988. It also includes any houses completed since January 1, 1988. The actual number is listed on the policy area fact sheet as item A. By drawing a horizontal line at the value of the base, plus the pipeline, to intersect the projection lines, we can estimate when the pipeline would be built out. In Germantown East, for example, the graph shows that the housing pipeline would be built out around 1992, assuming the High projection; 1993, assuming the Intermediate projection; and 1994, assuming the Low projection.

B FY 89 Gross Ceiling: The number of housing units which can be accommodated by the transportation capacity provided in the approved FY 89-94 CIP and the State FY 88-93 CTP.

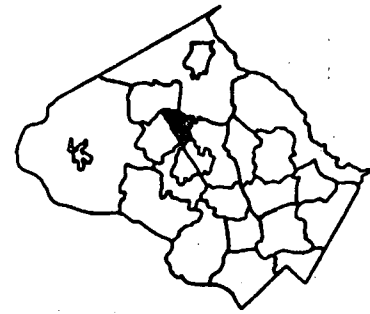
The FY 89 adopted ceiling is based on those transportation projects in the approved FY 89-94 CIP and the State CTP for which 100 percent of the construction expenditures are programmed within the first four years of the CIP or CTP. In Germantown East, the graph shows that the FY 89 gross ceiling provides enough transportation capacity for approximately 5,248 housing units.

Sample Chart

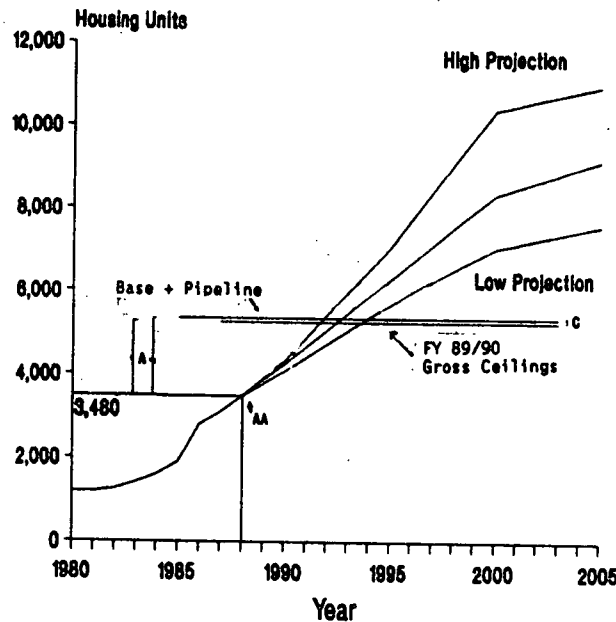
GERMANTOWN EAST

Staging Charts and Statistical Profile

	JOB S	HOUSING
A Pipeline	2,218	1,856
B FY 89 Gross Ceiling	8,497	5,248
B B FY 89 Net Ceiling	5,267	1,768
C Remaining Capacity	3,049	(88)
D FY 90 Gross Ceiling	8,497	5,248
D D FY 90 Net Ceiling	5,267	1,768
E Remaining Capacity	3,049	(88)



Housing



Statistical Profile

1988 Estimates

1987 Household Characteristics

	Number	Rank	General Plan Holding Capacity
h Population	9,340	14	
i Jobs	3,230	15	m 32,900
j Housing Units	3,480	16	n 9,000
k Jobs/Housing Ratio	.93	9	
l Land Area in Square Miles	5.96	15	

	Percent	Rank
q Living in Single Family Houses	84.2	5
q Owning Homes	74.6	7
q With Housing Cost/Income Ratio \geq 30%	17.8	4
q Owning 3 or More Cars	14.5	13

1987 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
o Single-Family Detached	\$148,715	15	\$116,500	14
o Single-Family Attached	\$94,635	11	\$77,787	16

	Average	Rank
q Age of Housing Unit	6.91	16
q Monthly Rent	\$590	12
q Number of Employed Workers per Household	1.58	7
q 1986 Median Household Income	\$40,180	13

1987 Population Characteristics

	Percent	Rank
p Work in Montgomery County	82.1	1
p Use Transit for Worktrip	6.0	14

Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
r Capacity Added by New Buildings (Employees)	250	12
s Housing Units	390	7

BB FY 89 Net Ceiling: The difference between the number of housing units permitted under the FY 89 gross ceiling and the number of base housing units.

This number indicates how much additional housing can be accommodated in the Policy area beyond the existing (as of January 1988) housing stock. In the example given, an additional 1,768 units can be accommodated in the Germantown East policy area.

C FY 89 Remaining Capacity: The difference between the FY 89 net ceiling and the pipeline.

This number reveals whether or not the FY 89-94 CIP and the State FY 88-93 CTP provide enough transportation capacity to support the approval of additional development beyond what is already in the pipeline. For the Germantown East Policy Area, the FY 89 ceiling falls below the housing pipeline by 88 housing units. Therefore, additional development can not be supported by programmed transportation projects and thus, the Planning Board cannot approve new housing subdivisions in FY 89 unless the developer agrees to provide transportation improvements that would mitigate all traffic that would be generated by his project.

D FY 90 Gross Ceiling: The number of housing units that can be accommodated by the first four years of the recommended FY 90-95 CIP and the first five years of the FY 88-93 CTP.

This ceiling number is based on the transportation capacity from the existing transportation network and supplemented by projects in the first four years of the recommended FY 90-95 CIP and the State's FY 88-93 CTP. For Germantown East the FY 90 gross ceiling equals 5,248, which is the same as the FY 89 gross ceiling.

DD FY 90 Net Ceiling: The difference between the number of housing units permitted under the FY 90 gross ceiling and the number of base housing units.

This number indicates how much additional housing can be accommodated in the Policy area beyond the existing (as of January 1988) housing stock. In this example, the net ceiling is 1,768 units, the same as the approved FY 89 net ceiling.

E FY 90 Remaining Capacity: The difference between the FY 90 net ceiling and the pipeline.

As the FY 90 gross ceiling is the same as the FY 89 gross ceiling, the Germantown East Policy Area remains over subscribed by 88 housing units.

The following list describes the information presented in the statistical profile and identifies how these numbers were estimated by the Planning Department. These numbers are listed along with their ranking in descending order among the seventeen policy areas.

1987 Estimates

h

Population:

Household population is estimated by multiplying average household size by the estimated number of households in the policy area in 1988. Average household size data is from Montgomery County Planning Department's 1987 Census Update Survey. This does not include people living in group quarters.

i

Jobs:

The 1988 estimate labeled "jobs" is the number of jobs which can be accommodated in the policy area's employment related buildings, using standard factors of square feet per employee. It excludes construction workers, domestic service workers, and employment in residential buildings, but includes the employment capacity of buildings even if they are vacant. New nonresidential buildings are added to the base when annual field work on the development pipeline indicates they are completed.

j

Housing Units:

The 1988 housing unit count is estimated by using the "1980 U.S. Census of Population and Housing" as the base and is updated annually using residential completions data from the Maryland State Department of Assessment and Taxation and pipeline completion data (including data from WSSC and field checks).

k

Job Housing Ratio:

This ratio is equal to the employment capacity of existing nonresidential buildings divided by the existing number of housing units.

l

Land Area in Square Miles:

This is the policy area's land area in square miles.

m

General Plan Holding Capacity for Housing:

The Research Division of the Montgomery County Planning Department estimated this number in 1987 by applying average expected development yield factors from actual subdivision experience to all vacant and redevelopable residentially zoned land parcels. This estimate assumes redevelopment of all parcels in which land value exceeds improvement value. An estimate of MPDUs for projects generating 50 or more dwelling units is included. As master plans are updated and sectional map amendments and rezonings occur, these holding capacity estimates will change.

n

General Plan Holding Capacity For Jobs:

The Research Division of the Montgomery County Planning Department prepared an "intermediate" estimate of the holding capacity for jobs in 1987 by multiplying the areas of vacant and redevelopable commercially and industrially zoned land by observed project development densities (FARs). This intermediate estimate totals approximately 1,000,000 jobs for the County as a whole. This estimate assumes redevelopment of all land which is currently developed at less than projected densities. It also includes a 50 percent increase in the number of employees at major governmental facilities. As master plans are updated and sectional map amendments and rezonings occur, these estimates will change.

o

1987 Median Sales Price of Single Family Housing Units:

1987 Single-Family Detached Housing Sale Prices

The 1987 median price of new and resold single-family detached homes is estimated by using the Montgomery County Planning Department's Sales Transactions Automated Report Systems (STAR). STAR is based on the Maryland State Department of Assessment and Taxation's quarterly parcel records. This data includes all sales transactions of residential property in the County, except sales transactions among relatives and bulk transfers. Sales prices for Aspen Hill and Kensington Wheaton reflect the median sales prices of the respective planning areas.

1987 Single-Family Attached Housing Sales Prices

Same method as above.

p

1987 Population Characteristics:

The data summarized under the heading "1987 Population Characteristics" is taken from Montgomery County Planning Department's 1987 Census Update Survey. The percentage for a policy area is listed along with its ranking in descending order among the seventeen policy areas.

- o **Work in Montgomery County** -- The percentage of employed persons who work in Montgomery County. This includes full-time and part-time workers aged 16 and over.
- o **Use Transit for Work Trip** -- The percentage of employed persons whose main means of transportation to work on the most recent workday was either bus, Metrorail, or railroad.

q

1987 Household Characteristics:

The data summarized under the heading "1987 Household Characteristics" is from the 1987 Census Update Survey. The percent, average, or median is listed along with its ranking in descending order among the seventeen policy areas.

- o **Living in Single-Family Houses** -- The percentage of the total number of occupied housing units that are either single-family attached or detached.
- o **Owning Homes** -- The percentage of the total number of occupied housing units that are owner occupied.
- o **With Housing Cost/Income Ratio 30 percent** -- The percentage of households whose annual housing cost (rent or principal, interest, taxes, and insurance) is greater than or equal to 30 percent of their annual pre-tax household income. Generally housing is considered affordable if it costs less than 30 percent of a household's pre-tax income.
- o **Owning Three or More Vehicles** -- The percentage of households that reported owning three or more motor vehicles. Motor vehicles include passenger cars, vans, panel, and pickup trucks.
- o **Age of Housing Unit** -- The average age, in years, of the policy area's occupied housing stock.
- o **Monthly Rent** -- The average monthly rent, excluding utilities, for renter occupied housing units, including multi-family and single-family housing.
- o **Number of Employed Workers per Household** -- The average number of employed persons per household. This includes full-time and part-time workers aged 16 and over.
- o **1986 Median Household Income** -- The median 1986 pre-tax household income.

r

Average Annual Employment Capacity Added by New Buildings:

This figure represents the number of jobs added annually by new nonresidential buildings. It is determined by averaging the number of jobs added by new nonresidential buildings over the previous five years (1983-1987). Data on new buildings is provided by the Maryland State Department of Assessment and Taxation. Standard factors of square feet per employee are applied to total added square feet to estimate the employment capacity of buildings. These capacity estimates do not include space in religious buildings, place of assembly, parking garages, and park buildings.

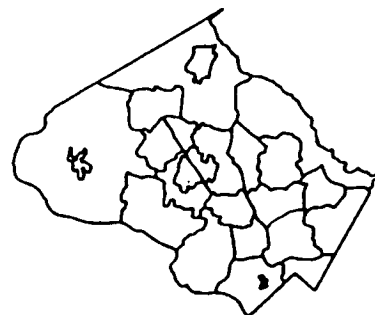
S

Average Annual Housing Units:

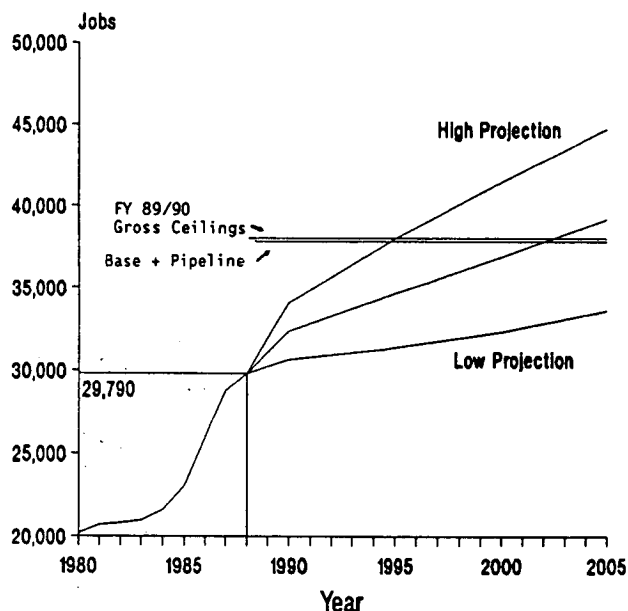
The annual average rate of housing unit completions is estimated by averaging the total number of housing units built over the previous five years (1983-1987). Data is from the Maryland State Department of Assessments & Taxation.

BETHESDA CBD

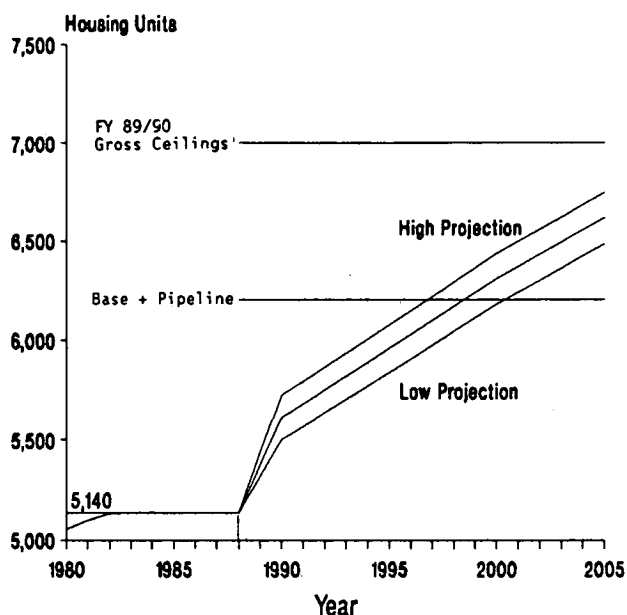
	JOB		HOUSING	
Pipeline	8,036		1,067	
FY 89 Gross Ceiling	38,001		7,005	
FY 89 Net Ceiling	8,211		1,865	
Remaining Capacity		175		798
FY 90 Gross Ceiling	38,001		7,005	
FY 90 Net Ceiling	8,211		1,865	
Remaining Capacity		175		798



Jobs



Housing



Statistical Profile

1988 Estimates

	Number	Rank	General Plan Holding Capacity
Population	7,810	15	
Jobs	29,790	6	48,000
Housing Units	5,140	13	N/A
Jobs/Housing Ratio	5.80	2	
Land Area in Square Miles	.68	16	

1987 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$367,500	3	\$230,000	2
Single-Family Attached	N/A	N/A	\$148,000	3

1987 Population Characteristics

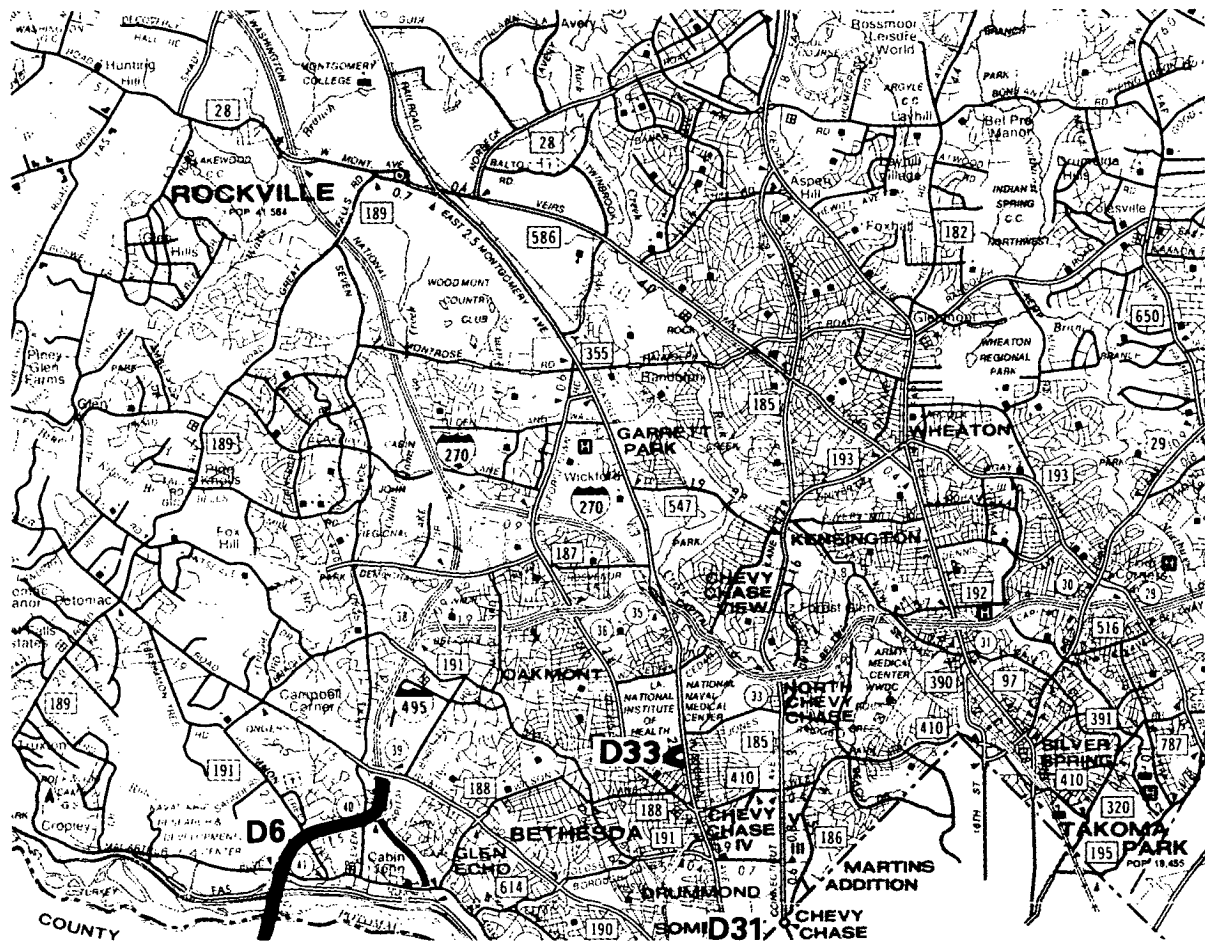
	Percent	Rank
Work in Montgomery County	49.3	12
Use Transit for Worktrip	31.9	2

1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	16.3	16
Owning Homes	12.5	16
With Housing Cost/Income Ratio \geq 30%	22.6	2
Owning 3 or More Cars	1.9	17
	Average	Rank
Age of Housing Unit	28.9	4
Monthly Rent	\$600	8
Number of Employed Workers per Household	1.05	16
1986 Median Household Income	\$30,290	16

Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	2,080	4
Housing Units	20	16

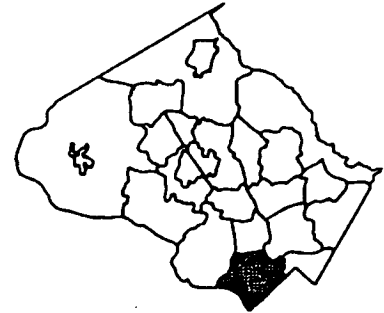


PROGRAMMED IMPROVEMENTS IN THE BETHESDA/CHEVY CHASE POLICY AREA

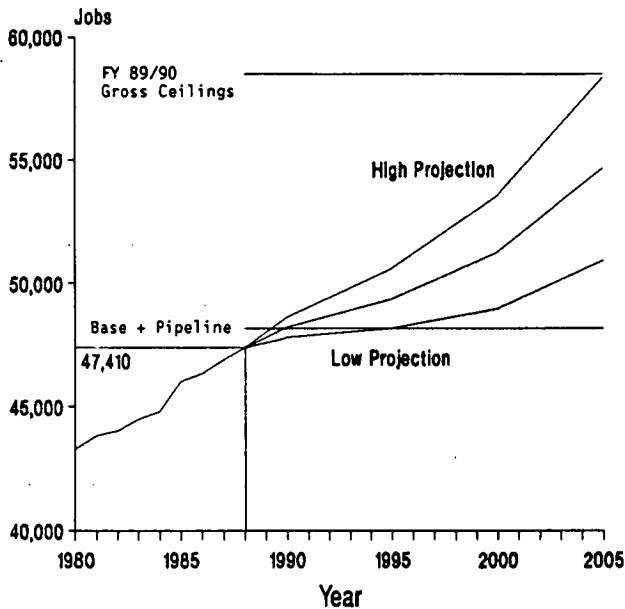
Project No.	Ref. No.	Code No.	Project Name	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
793369	3.	D31	<u>Friendship Blvd./The Hills Plaza</u> Phase I: The Hills Plaza Extended	Y	92
			Phase II: Friendship Boulevard	N	92
151087	4.	D6	<u>I-495 Widening (Capital Beltway)</u> Potomac River to River Road (MD 190)	Y	92
673942	70.	D33	<u>Woodmont Ave. - Wisc. Ave. to Batt. Lane</u> -		91

BETHESDA/CHEVY CHASE

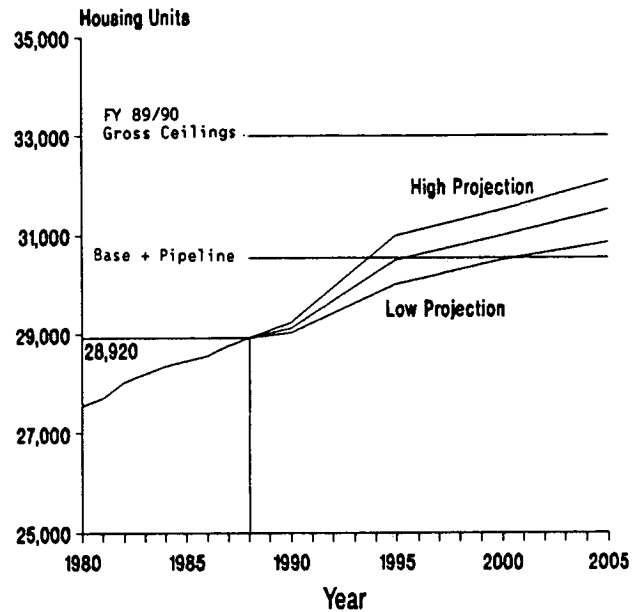
	JOB S	HOUSING
Pipeline	761	1,613
FY 89 Gross Ceiling	58,496	32,999
FY 89 Net Ceiling	11,086	4,079
Remaining Capacity	10,325	2,466
FY 90 Gross Ceiling	58,496	32,999
FY 90 Net Ceiling	11,086	4,079
Remaining Capacity	10,325	2,466



Jobs



Housing



Statistical Profile

1988 Estimates

	Number	Rank	General Plan Holding Capacity
Population	72,730	3	
Jobs	47,410	3	51,000
Housing Units	28,920	2	38,000
Jobs/Housing Ratio	1.64	5	
Land Area in Square Miles	20.45	4	

1987 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$367,500	3	\$230,000	2
Single-Family Attached	N/A	N/A	\$148,000	3

1987 Population Characteristics

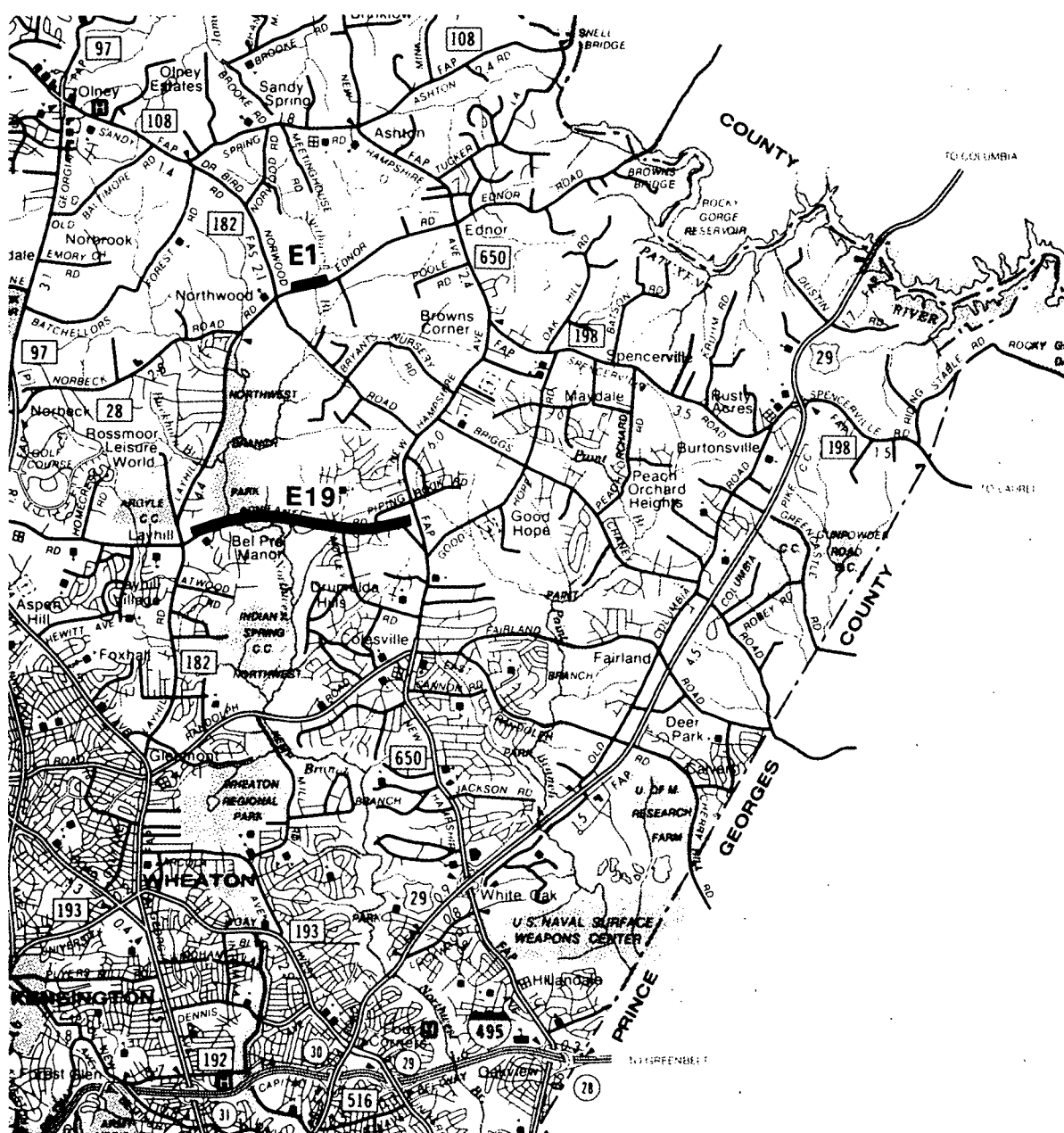
	Percent	Rank
Work in Montgomery County	42.9	15
Use Transit for Worktrip	15.2	5

1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	78.3	7
Owning Homes	81.3	5
With Housing Cost/Income Ratio \geq 30%	10.5	15
Owning 3 or More Cars	16.4	9
	Average	Rank
Age of Housing Unit	34.58	2
Monthly Rent	\$930	2
Number of Employed Workers per Household	1.31	15
1986 Median Household Income	\$68,870	2

Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	360	10
Housing Units	130	14

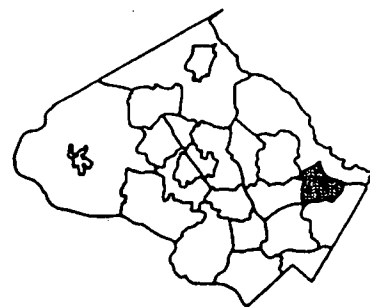


PROGRAMMED IMPROVEMENTS IN THE CLOVERLY POLICY AREA

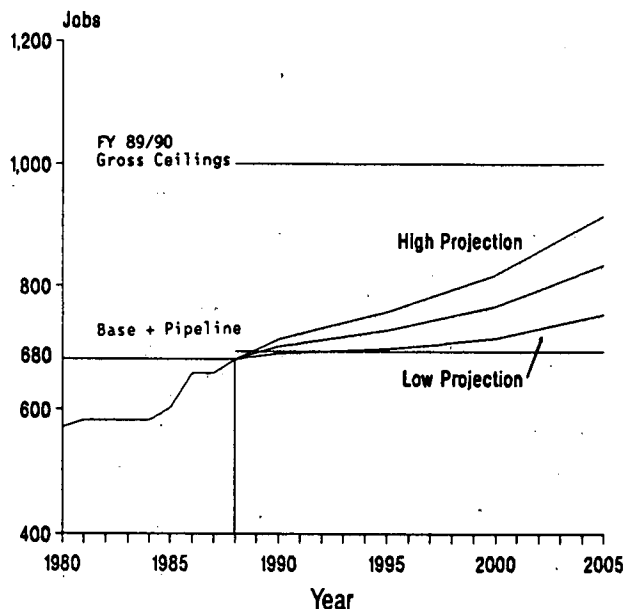
Project No.	Ref. No.	Code No.	Project Name	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
863119	5.	E1	<u>Ednor Road Bridge</u> Northwest Branch	N	90
673940	6.	E19	<u>Bonifant Road</u> Layhill Road (MD 182) to New Hampshire Avenue (MD 650)	Y	90

CLOVERLY

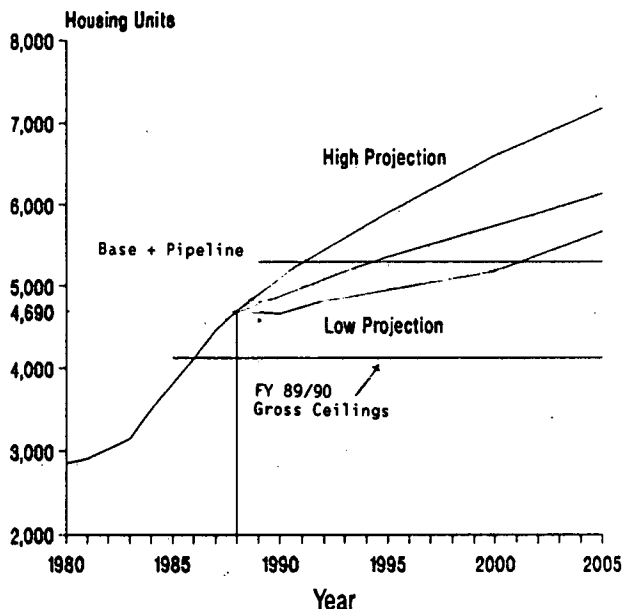
	JOBS		HOUSING	
Pipeline	13		614	
FY 89 Gross Ceiling	1,000		4,125	
FY 89 Net Ceiling	320		(565)	
Remaining Capacity		307		(1,179)
FY 90 Gross Ceiling	1,000		4,125	
FY 90 Net Ceiling	320		(565)	
Remaining Capacity		307		(1,179)



Jobs



Housing



Statistical Profile

1988 Estimates

	Number	Rank	General Plan Holding Capacity
Population	15,330	13	
Jobs	680	17	1,100
Housing Units	4,690	14	8,000
Jobs/Housing Ratio	.14	17	
Land Area in Square Miles	9.96	11	

1987 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$204,766	8	\$148,000	7
Single-Family Attached	\$131,615	5	\$85,900	11

1987 Population Characteristics

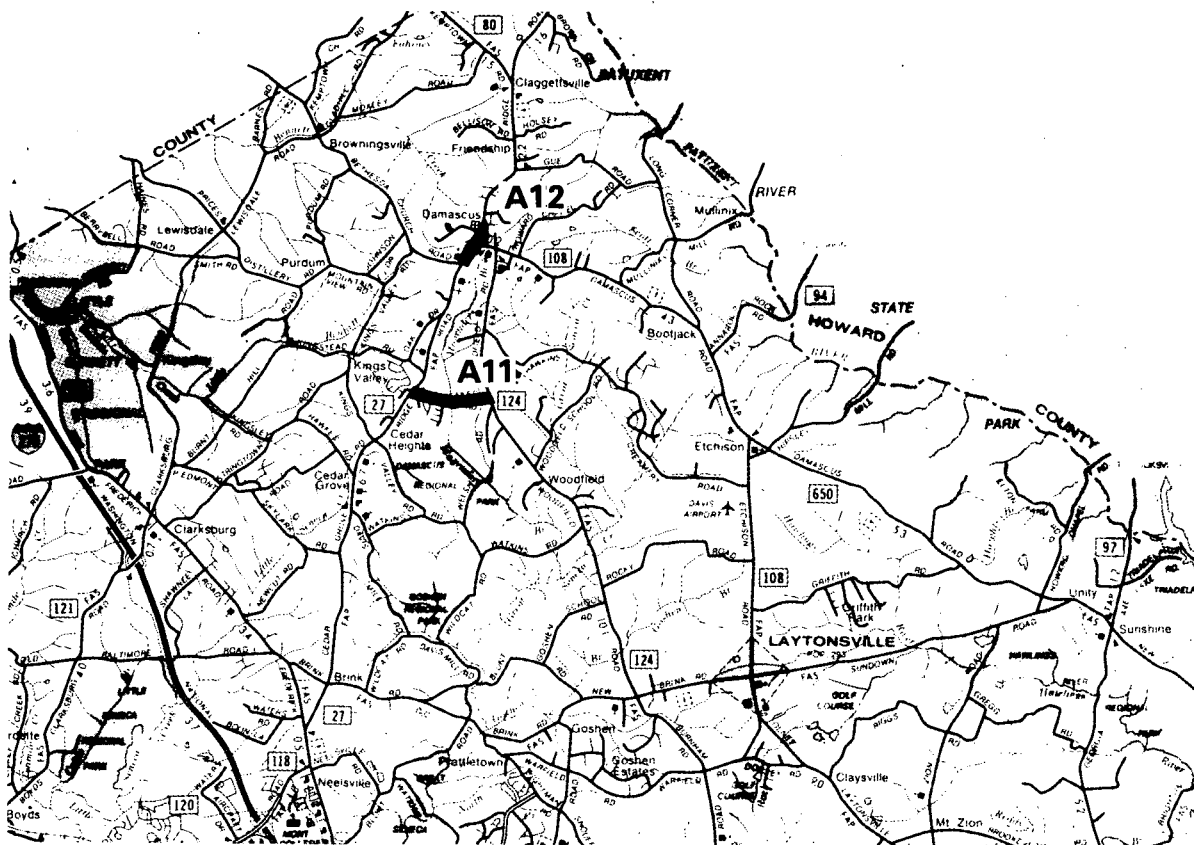
	Percent	Rank
Work in Montgomery County	46.9	13
Use Transit for Worktrip	2.8	17

1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	100.0	1
Owning Homes	98.3	1
With Housing Cost/Income Ratio > 30%	7.7	17
Owning 3 or More Cars	43.7	1
	Average	Rank
Age of Housing Unit	14.85	11
Monthly Rent	\$700	4
Number of Employed Workers per Household	1.89	1
1986 Median Household Income	\$61,050	3

Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	40	16
Housing Units	300	10

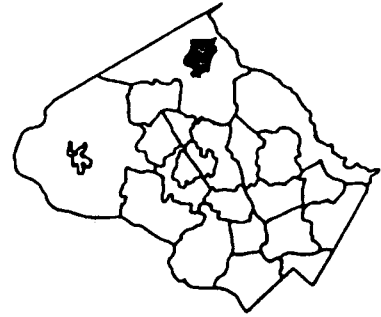


PROGRAMMED IMPROVEMENTS IN THE DAMASCUS POLICY AREA

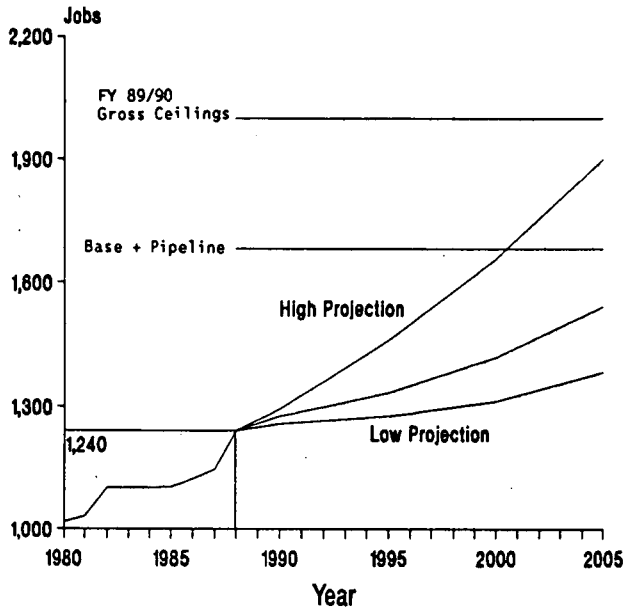
Project No.	Ref. No.	Code No.	Project Name	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
Special Projects	8.	A12	Ridge Road (MD 27) Lewis Drive to Main Street (MD 108)	Y	90
873121	71.	A11	Sweepstakes Rd. (c)	-	93

DAMASCUS

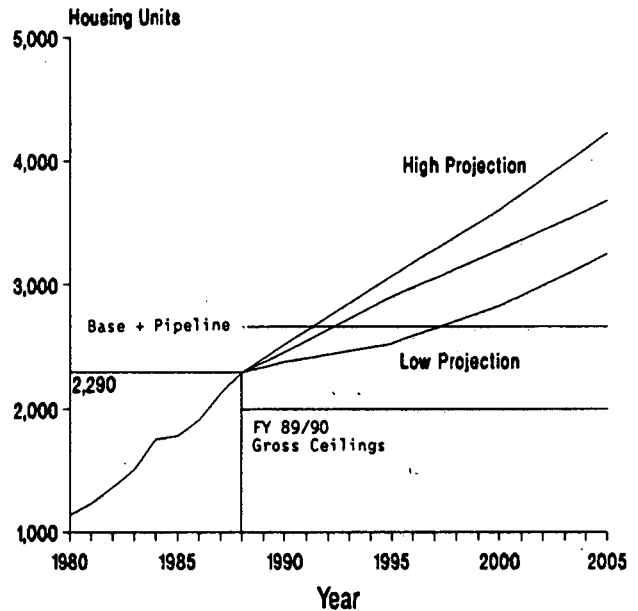
	JOB	HOUSING
Pipeline	478	372
FY 89 Gross Ceiling	1,998	1,996
FY 89 Net Ceiling	758	(294)
Remaining Capacity	280	(666)
FY 90 Gross Ceiling	1,998	1,996
FY 90 Net Ceiling	758	(294)
Remaining Capacity	280	(666)



Jobs



Housing



Statistical Profile

1988 Estimates

	Number	Rank	General Plan Holding Capacity
Population	7,100	16	
Jobs	1,240	16	4,800
Housing Units	2,290	17	4,000
Jobs/Housing Ratio	.54	14	
Land Area in Square Miles	9.6	12	

1987 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$127,500	17	\$107,900	17
Single-Family Attached	\$82,300	13	\$69,200	17

1987 Population Characteristics

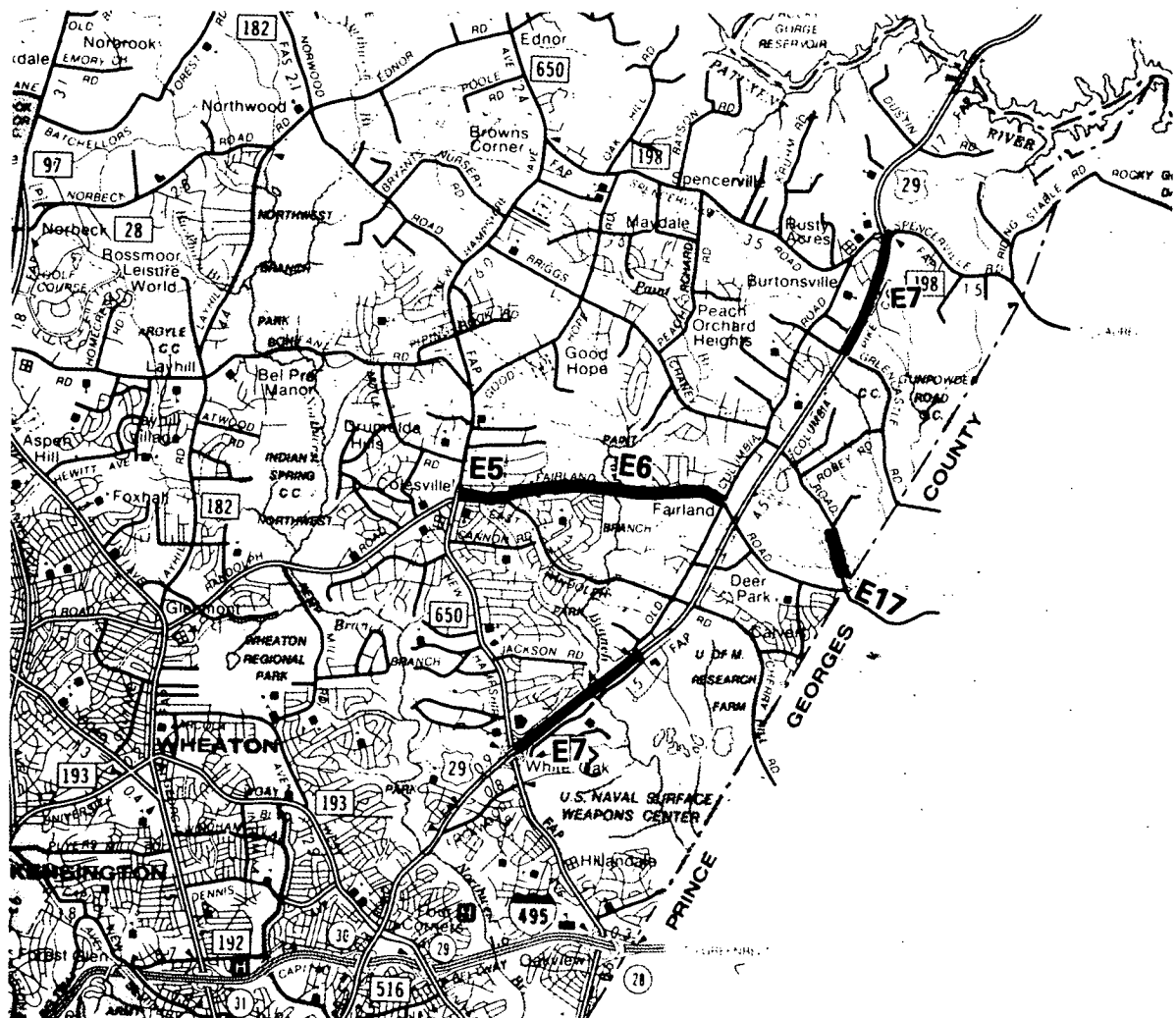
	Percent	Rank
Work in Montgomery County	81.9	2
Use Transit for Worktrip	3.8	16

1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	91.7	3
Owning Homes	87.2	4
With Housing Cost/Income Ratio \geq 30%	9.4	16
Owning 3 or More Cars	23.8	5
	Average	Rank
Age of Housing Unit	13.04	13
Monthly Rent	\$370	17
Number of Employed Workers per Household	1.58	5
1986 Median Household Income	\$47,590	7

Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	14	17
Housing Units	180	12

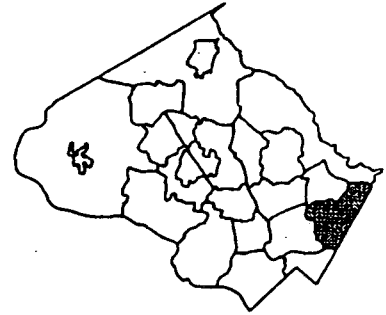


PROGRAMMED IMPROVEMENTS IN THE FAIRLAND/WHITE OAK POLICY AREA

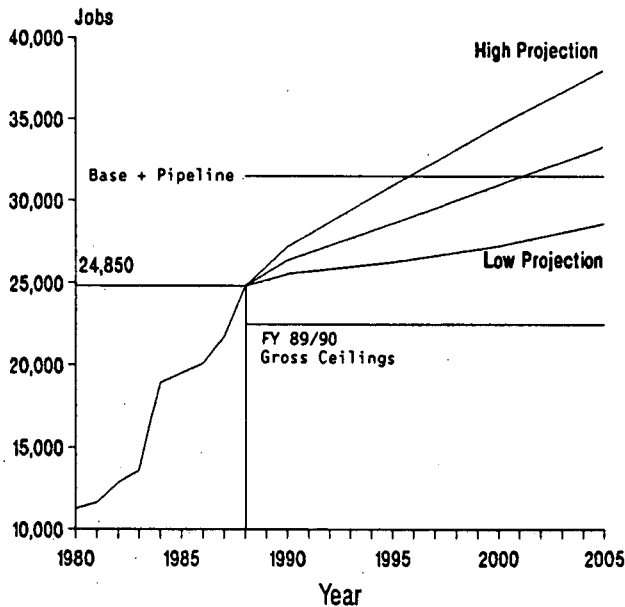
Project No.	Ref. No.	Code No.	Project Name	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
152040	12.	E7	US 29: New Hampshire Avenue (MD 650) to Industrial Parkway and Greencastle Road north of Sandy Spring Road (MD 198)	Y	91
833963	13.	E6	<u>Fairland Road</u> Randolph Road to Columbia Pike (US 29)	Y	91
833888	14.	E5	<u>E. Randolph Road Widening</u> Phase I: New Hampshire Avenue (MD 650) to Fairland Road	Y	92
883103	15.	E17	<u>Briggs Chaney Road Widening</u> Phase I: Bridge Widening	Y	91

FAIRLAND/WHITE OAK

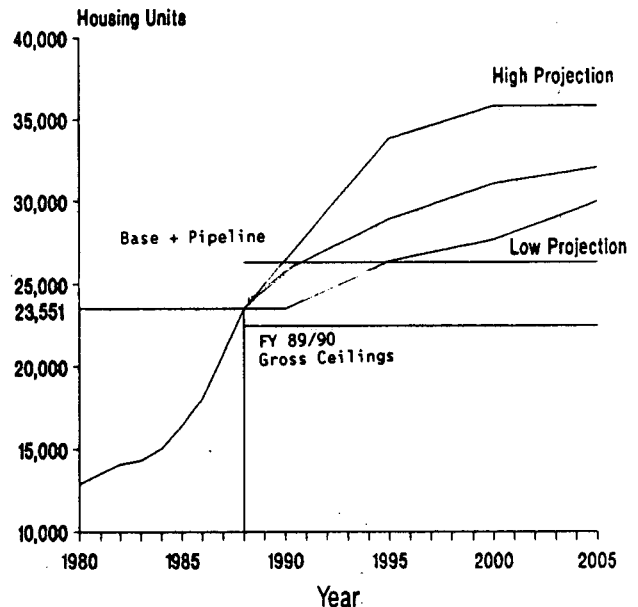
	JOB	HOUSING
Pipeline	6,673	2,895
FY 89 Gross Ceiling	22,496	22,499
FY 89 Net Ceiling	(2,354)	(1,051)
Remaining Capacity	(9,027)	(3,946)
FY 90 Gross Ceiling	22,496	22,499
FY 90 Net Ceiling	(2,354)	(1,051)
Remaining Capacity	(9,027)	(3,946)



Jobs



Housing



Statistical Profile

1988 Estimates

	Number	Rank	General Plan Holding Capacity
Population	62,180	5	
Jobs	24,850	8	63,100
Housing Units	23,550	5	36,000
Jobs/Housing Ratio	1.06	8	
Land Area in Square Miles	20.87	3	

1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	64.0	12
Owning Homes	62.0	14
With Housing Cost/Income Ratio > 30%	15.4	7
Owning 3 or More Cars	19.9	7
	Average	Rank
Age of Housing Unit	15.36	10
Monthly Rent	\$600	9
Number of Employed Workers per Household	1.57	8
1986 Median Household Income	\$47,320	8

1987 Median Sales Price of Housing Units Sold

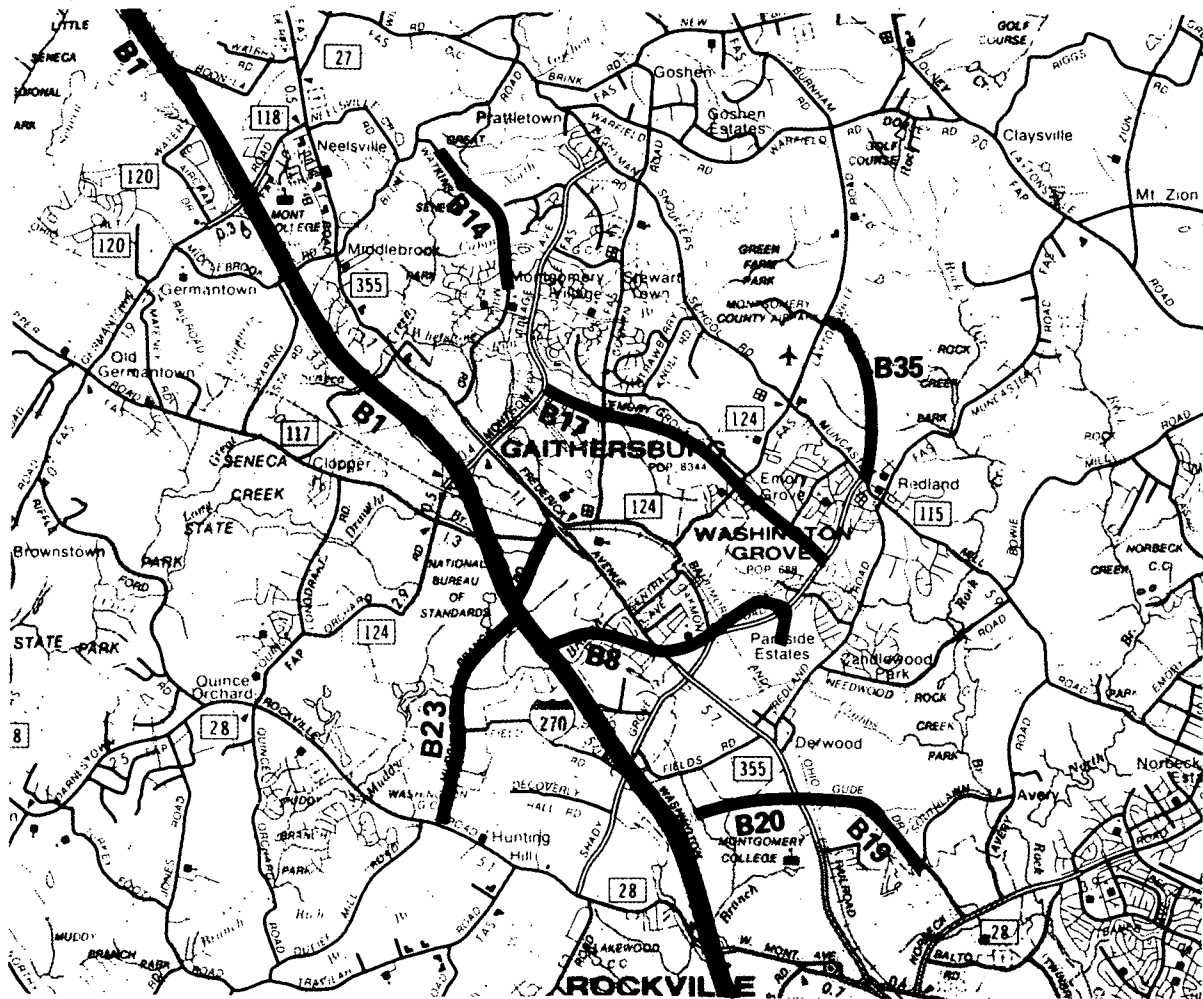
	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$166,620	13	\$147,000	8
Single-Family Attached	\$108,990	7	\$96,200	7

1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	45.8	14
Use Transit for Worktrip	9.0	9

Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	1,600	6
Housing Units	1,670	1

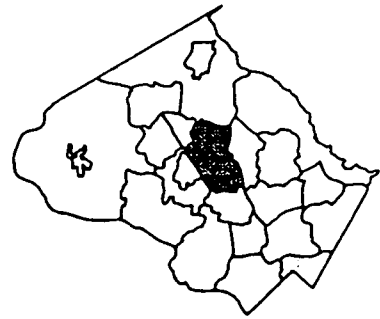


PROGRAMMED IMPROVEMENTS IN THE GAITHERSBURG EAST POLICY AREA

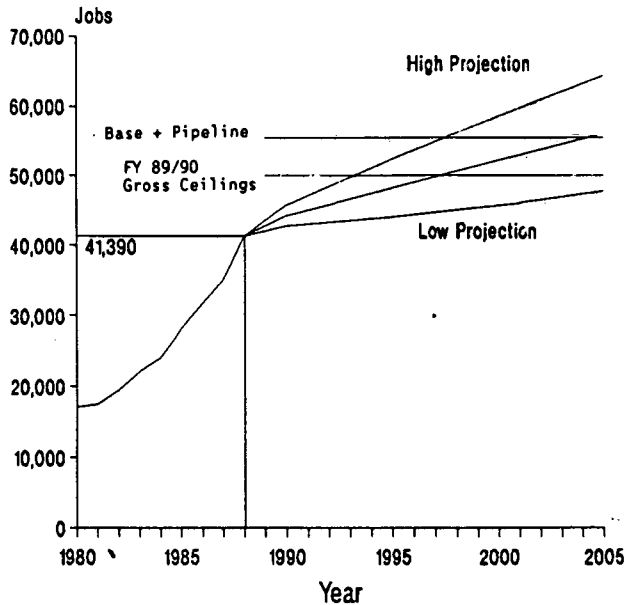
Project No.	Ref. No.	Code No.	Project Name	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
151015	18.	B8	<u>I-370 Metro Connection</u>	Y	90
151024	19.	B1	<u>I-270 to Shady Grove Metro Access Road</u> <u>I-270 Widening</u> Policy Area boundary to Policy Area boundary	Y	91
153065	20.	B17	<u>Midcounty Highway Widening (MD115 Relocated)</u> Montgomery Village Avenue to Shady Grove Road	Y	91
663899	21.	B23	<u>Muddy Branch Road/W. Diamond Ave.</u> I-270 to W. Diamond Avenue (MD 117)	N	90
763815	23.	B19	<u>Gude Drive Railroad Bridge</u> Over B&O and Metro Tracks	Y	91
723271	24.	B20	<u>Gude Drive Extension, Phase II</u> Piccard Dr. to Frederick Ave. (MD355)	Y	92
793177	25.	B19	<u>Gude Drive Widening</u> Section I: Frederick Road (MD 355) to Calhoun Drive	Y	91
			Section II: Calhoun Dr. To Dover Rd.	Y	91
			Section III: Dover Rd. to Southlawn Ln.	Y	91
853176	26.	B35	<u>Airpark Road/Shady Grove Road Ext.</u> Muncaster Mill Road (MD 115) to Laytonsville Road (MD 124)	Y	91
853137	27.	B14	<u>Watkins Mill Road - School Access</u> Club Road to Mill Stream Court; Apple Ridge Rd. to past Great Seneca CK.	Y	91

GAITHERSBURG EAST

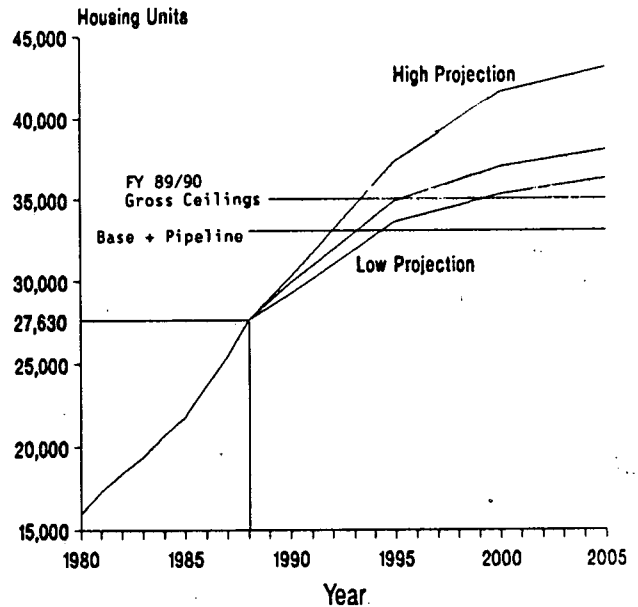
	JOB	HOUSING
Pipeline	14,095	5,553
FY 89 Gross Ceiling	50,002	34,997
FY 89 Net Ceiling	8,612	7,367
Remaining Capacity	(5,483)	1,814
FY 90 Gross Ceiling	50,002	34,997
FY 90 Net Ceiling	8,612	7,367
Remaining Capacity	(5,483)	1,814



Jobs



Housing



Statistical Profile

1988 Estimates

	Number	Rank	General Plan Holding Capacity
Population	74,660	2	
Jobs	41,390	4	149,300
Housing Units	27,630	4	41,000
Jobs/Housing Ratio	1.50	5	
Land Area in Square Miles	22.05	2	

1987 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$134,770	16	\$134,562	9
Single-Family Attached	\$107,000	8	\$80,000	14

1987 Population Characteristics

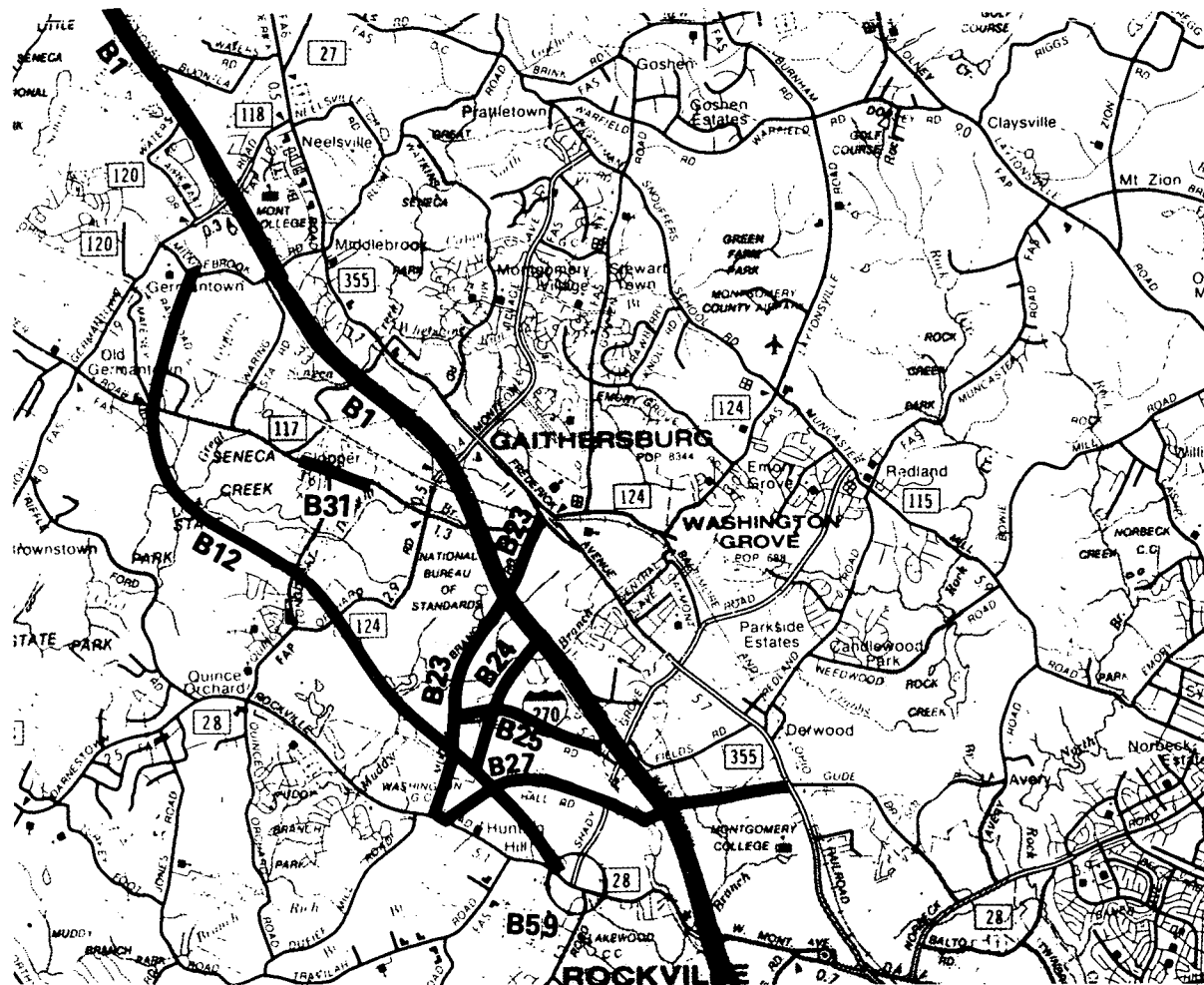
	Percent	Rank
Work in Montgomery County	75.4	3
Use Transit for Worktrip	11.3	7

1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	68.7	10
Owning Homes	65.8	13
With Housing Cost/Income Ratio > 30%	16.5	6
Owning 3 or More Cars	15.9	12
	Average	Rank
Age of Housing Unit	11.07	14
Monthly Rent	\$560	15
Number of Employed Workers per Household	1.57	8
1986 Median Household Income	\$41,690	12

Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	3,880	1
Housing Units	1,330	2

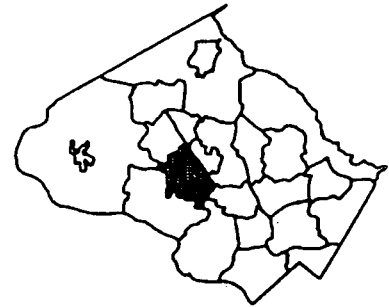


PROGRAMMED IMPROVEMENTS IN THE GAITHERSBURG WEST POLICY AREA

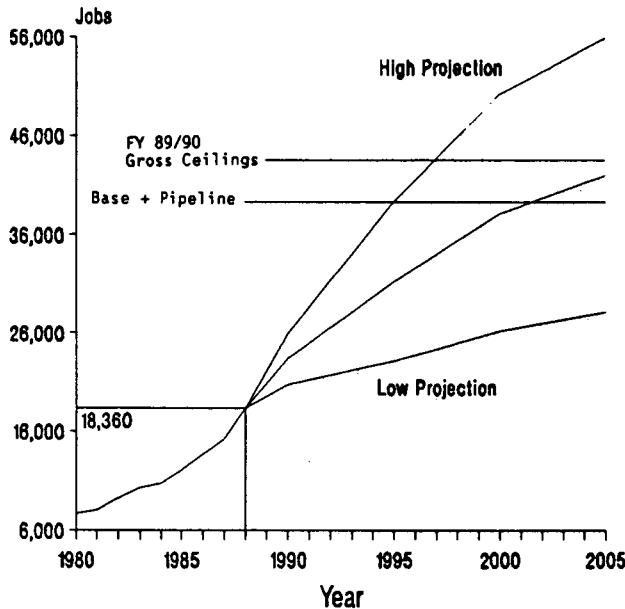
Project No.	Ref. No.	Code No.	Project Name	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
151024	29.	B1	<u>I-270 Widening</u>	Y	91
			Policy Area boundary to		
			Policy Area boundary		
663899	30.	B23	<u>Muddy Branch Road</u>	Y	90
			Darnestown Road (MD 28) to I-270		
853121	31.	B27	<u>Key West Ave.-Shady Grove to Gude Dr.</u>	Y	90
			Phase II: Shady Grove Road to Gude Dr.		
803530	32.	B27	<u>Key West Avenue - MD 28, Phase III</u>	Y	90
			Darnestown Road (MD 28) to		
			Great Seneca Highway		
713129	33.	B12	<u>Great Seneca Hwy. to Shady Grove Rd.</u>	Y	90
			<u>Great Seneca Highway, Phase II</u>		
			Quince Orchard Road (MD 124) to		
			Darnestown Road (MD 28)		
743799	34.	B31	<u>Longdraft Road, Phase II</u>	Y	91
			Clopper Rd. (MD 117) from Metropolitan		
			Grove Road to Game Preserve Road		
863111	35.	B12	<u>Great Seneca Highway, Phase III</u>	Y	91
			Great Seneca Creek to.		
			Quince Orchard Road (MD 124)		
663907	36.	B25	<u>Fields Road</u>	Y	91
			Muddy Branch Road to Omega Drive		
853122	37.	B24	<u>Sam Eiq Highway</u>	Y	93
			Fields Road to I-270		
			Great Seneca to Fields Road		
903145	72.	B59	<u>Life Sciences Ctr.-Roadway Improvement</u>	-	92

GAITHERSBURG WEST

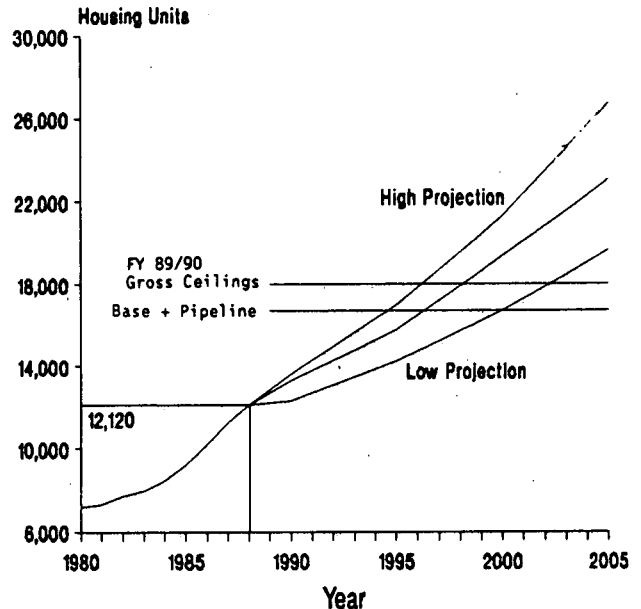
	JOB	HOUSING
Pipeline	21,220	5,250
FY 89 Gross Ceiling	43,497	17,999
FY 89 Net Ceiling	25,137	5,879
Remaining Capacity	3,917	629
FY 90 Gross Ceiling	43,497	17,999
FY 90 Net Ceiling	25,137	5,879
Remaining Capacity	3,917	629



Jobs



Housing



Statistical Profile

1988 Estimates

	Number	Rank	General Plan Holding Capacity
Population	35,080	9	
Jobs	18,360	9	131,900
Housing Units	12,120	10	29,000
Jobs/Housing Ratio	1.51	6	
Land Area in Square Miles	18.73	6	

1987 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$193,000	11	\$160,000	4
Single-Family Attached	\$112,793	6	\$86,514	10

1987 Population Characteristics

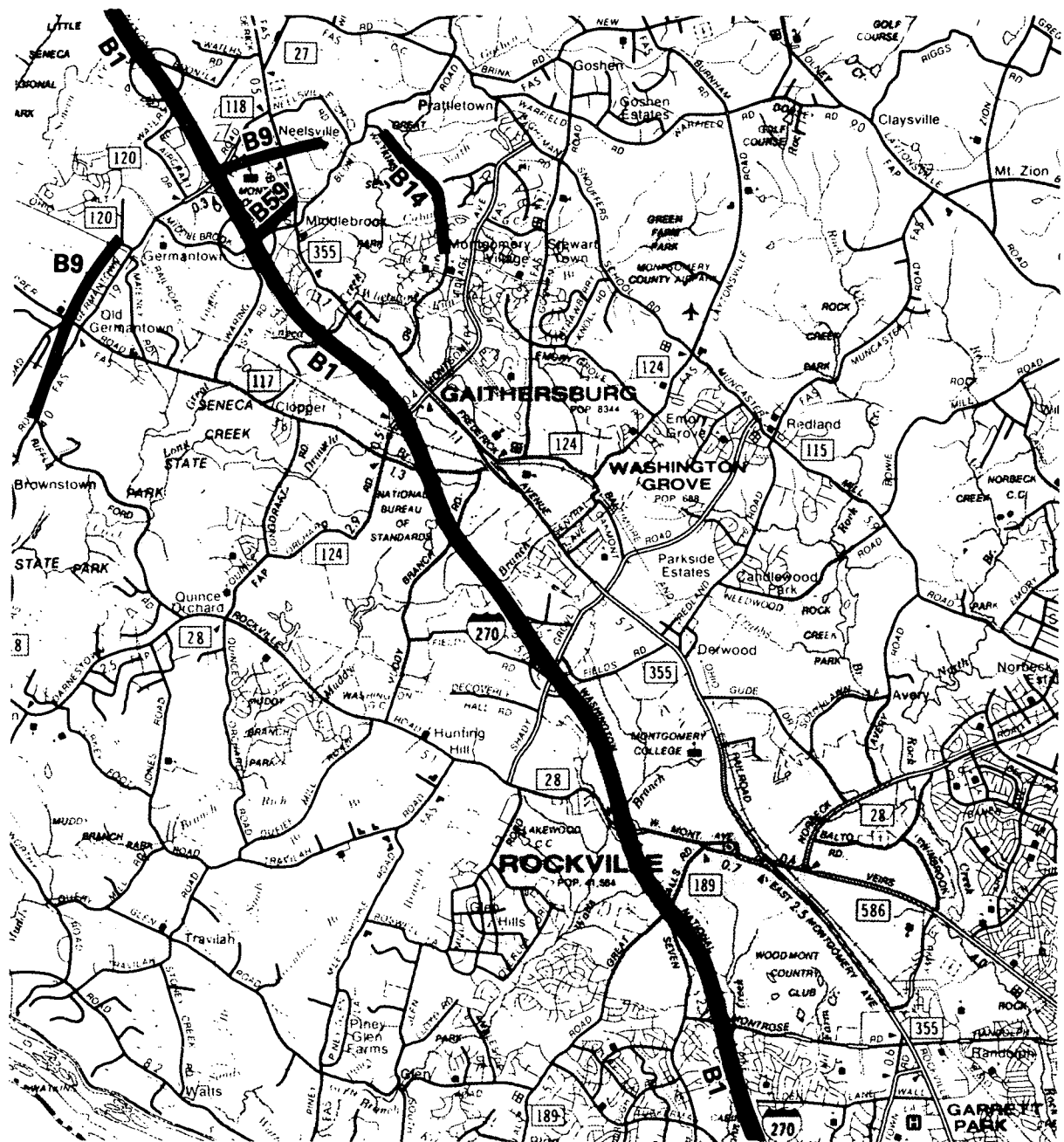
	Percent	Rank
Work in Montgomery County	73.1	5
Use Transit for Worktrip	7.5	12

1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	71.5	9
Owning Homes	69.1	10
With Housing Cost/Income Ratio \geq 30%	17.0	5
Owning 3 or More Cars	16.4	9
	Average	Rank
Age of Housing Unit	9.27	15
Monthly Rent	660	5
Number of Employed Workers per Household	1.60	4
1986 Median Household Income	\$49,422	5

Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	1,130	7
Housing Units	870	4

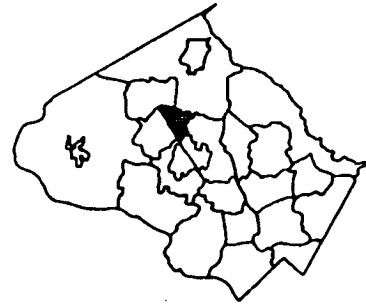


PROGRAMMED IMPROVEMENTS IN THE GERMANTOWN EAST POLICY AREA

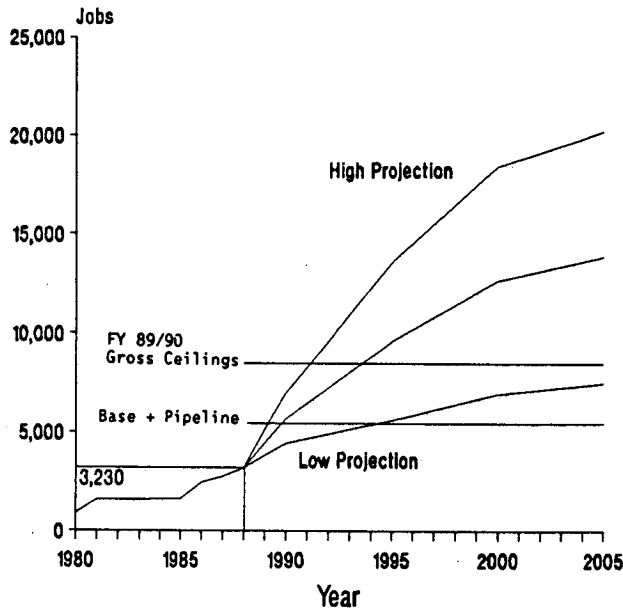
Project No.	Ref. No.	Code No.	Project Name	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
151024	40.	B1	<u>I-270 Widening and Middlebrook Road Interchange</u> Policy Area boundary to Policy Area boundary	Y	91
853137	41.	B14	<u>Watkins Mill Road - School Access</u> Club Lake Road to Mill Stream Court;	Y	91
863125	42.	B59	<u>Middlebrook Road</u> Phase II: I-270 to Frederick Road (MD 355)	Y	91
863171	43.	B9	<u>MD 118 Relocated (Germantown Road)</u> Phase II: I-270 to Frederick Road (MD 355)	N	92
153023					

GERMANTOWN EAST

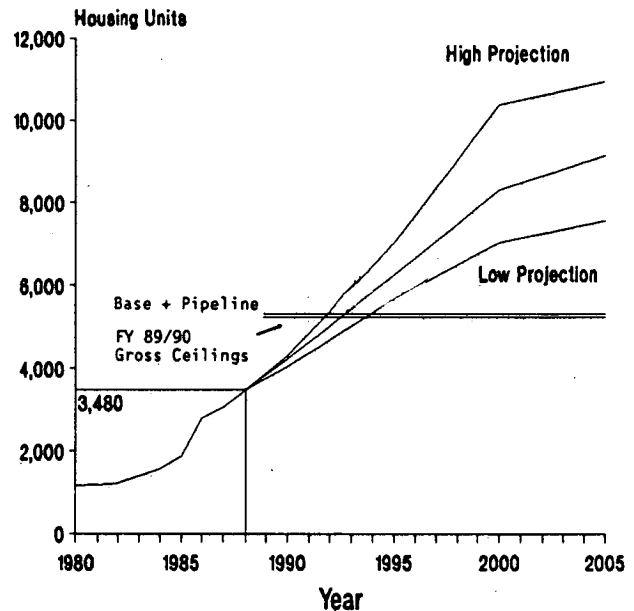
	JOB	HOUSING
Pipeline	2,218	1,856
FY 89 Gross Ceiling	8,497	5,248
FY 89 Net Ceiling	5,267	1,768
Remaining Capacity	3,049	(88)
FY 90 Gross Ceiling	8,497	5,248
FY 90 Net Ceiling	5,267	1,768
Remaining Capacity	3,049	(88)



Jobs



Housing



Statistical Profile

1988 Estimates

	Number	Rank	General Plan Holding Capacity
Population	9,340	14	
Jobs	3,230	15	32,900
Housing Units	3,480	16	9,000
Jobs/Housing Ratio	.93	9	
Land Area in Square Miles	5.96	15	

1987 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$148,715	15	\$116,500	14
Single-Family Attached	\$94,635	11	\$77,787	16

1987 Population Characteristics

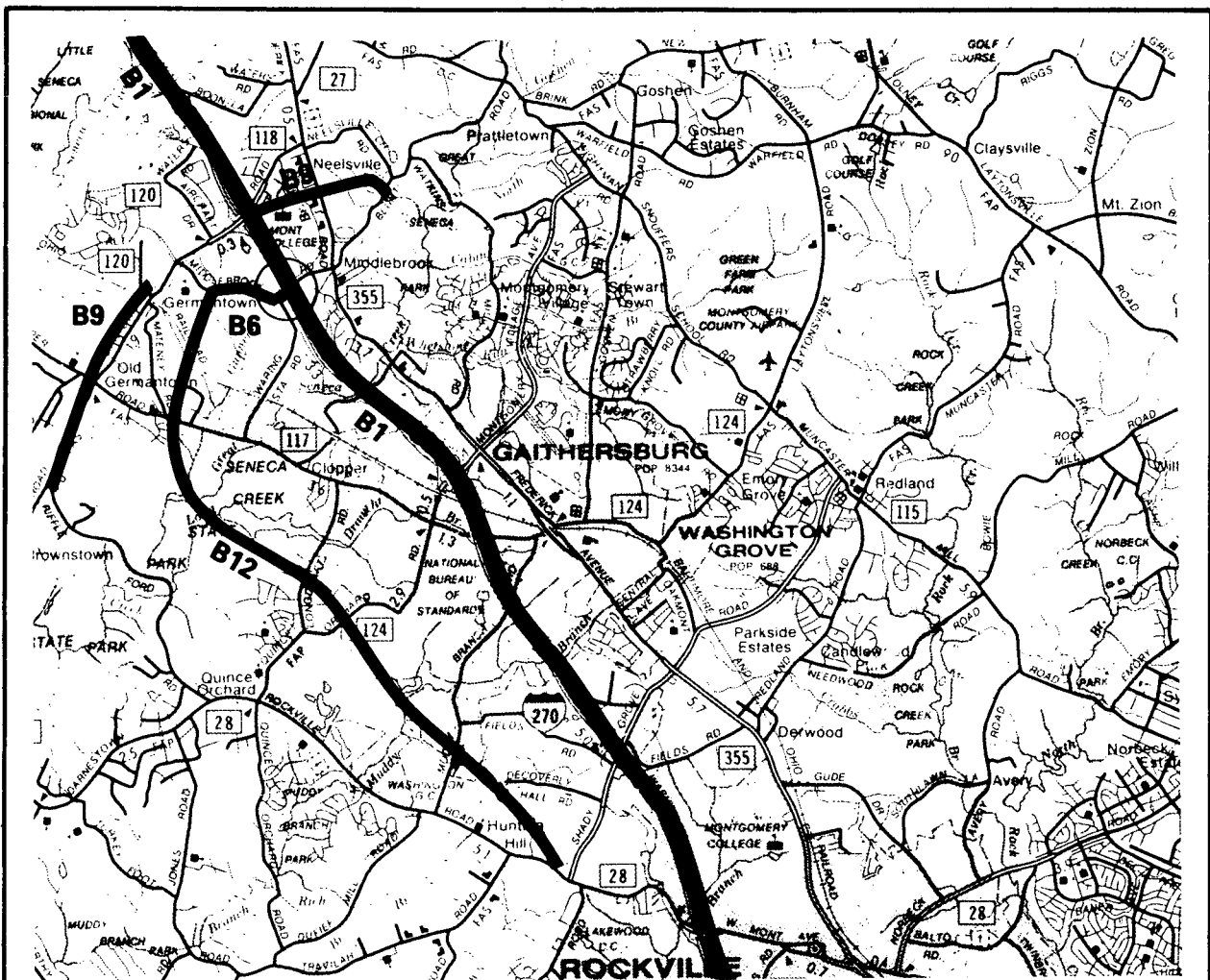
	Percent	Rank
Work in Montgomery County	82.1	1
Use Transit for Worktrip	6.0	14

1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	84.2	5
Owning Homes	74.6	7
With Housing Cost/Income Ratio \geq 30%	17.8	4
Owning 3 or More Cars	14.5	13
	Average	Rank
Age of Housing Unit	6.91	16
Monthly Rent	\$590	12
Number of Employed Workers per Household	1.58	7
1986 Median Household Income	\$40,180	13

Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	250	12
Housing Units	390	7

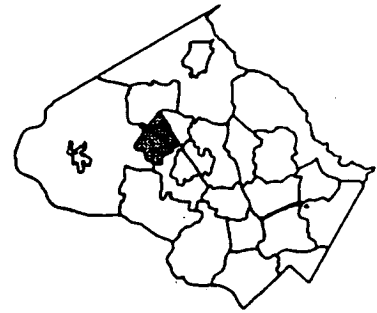


PROGRAMMED IMPROVEMENTS IN THE GERMANTOWN WEST POLICY AREA

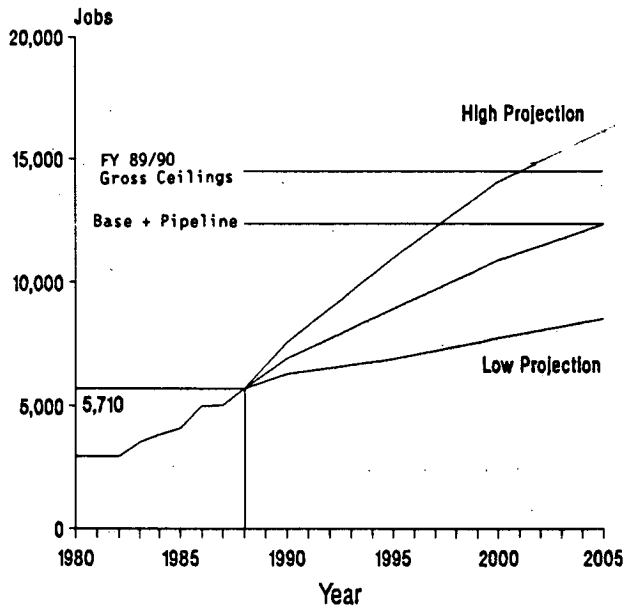
Project No.	Ref. No.	Code No.	Project Name	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
151024	44.	B1	<u>I-270 Widening and Middlebrook Road Interchange</u> Policy Area boundary to Policy Area boundary	Y	91
863111	45.	B12	<u>Great Seneca Highway, Phase III</u> Middlebrook Road to Great Seneca Creek	Y	91
863171 153023	46.	B9	<u>MD 118 Relocated (Germantown Road)</u> Phase I: Wisteria Drive to Clopper Road	Y	92
863125	48.	B6	<u>Middlebrook Road, Phase I</u> Great Seneca Highway to I-270	N	93

GERMANTOWN WEST

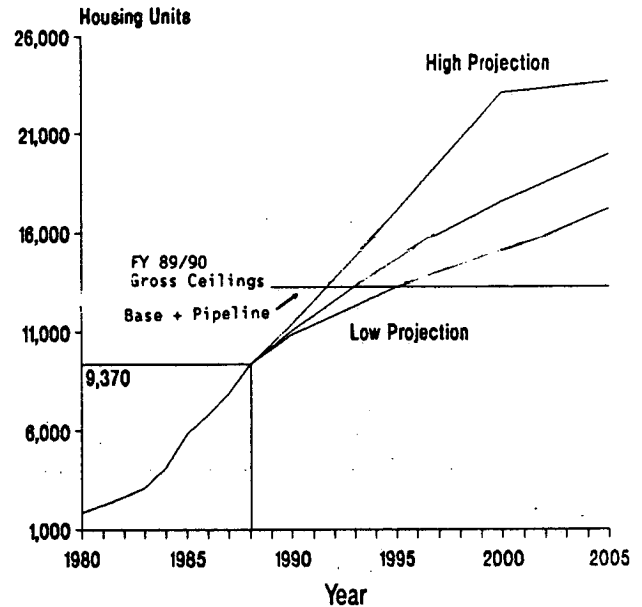
	JOB	HOUSING
Pipeline	7,715	4,134
FY 89 Gross Ceiling	14,496	13,504
FY 89 Net Ceiling	8,786	4,134
Remaining Capacity	1,071	0
FY 90 Gross Ceiling	14,496	13,504
FY 90 Net Ceiling	8,786	4,134
Remaining Capacity	1,071	0



Jobs



Housing



Statistical Profile

1988 Estimates

	Number	Rank	General Plan Holding Capacity
Population	23,250	11	
Jobs	5,710	13	55,000
Housing Units	9,370	11	22,000
Jobs/Housing Ratio	.61	13	
Land Area in Square Miles	11.24	10	

1987 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$155,400	14	\$126,021	11
Single-Family Attached	\$92,205	12	\$78,500	15

1987 Population Characteristics

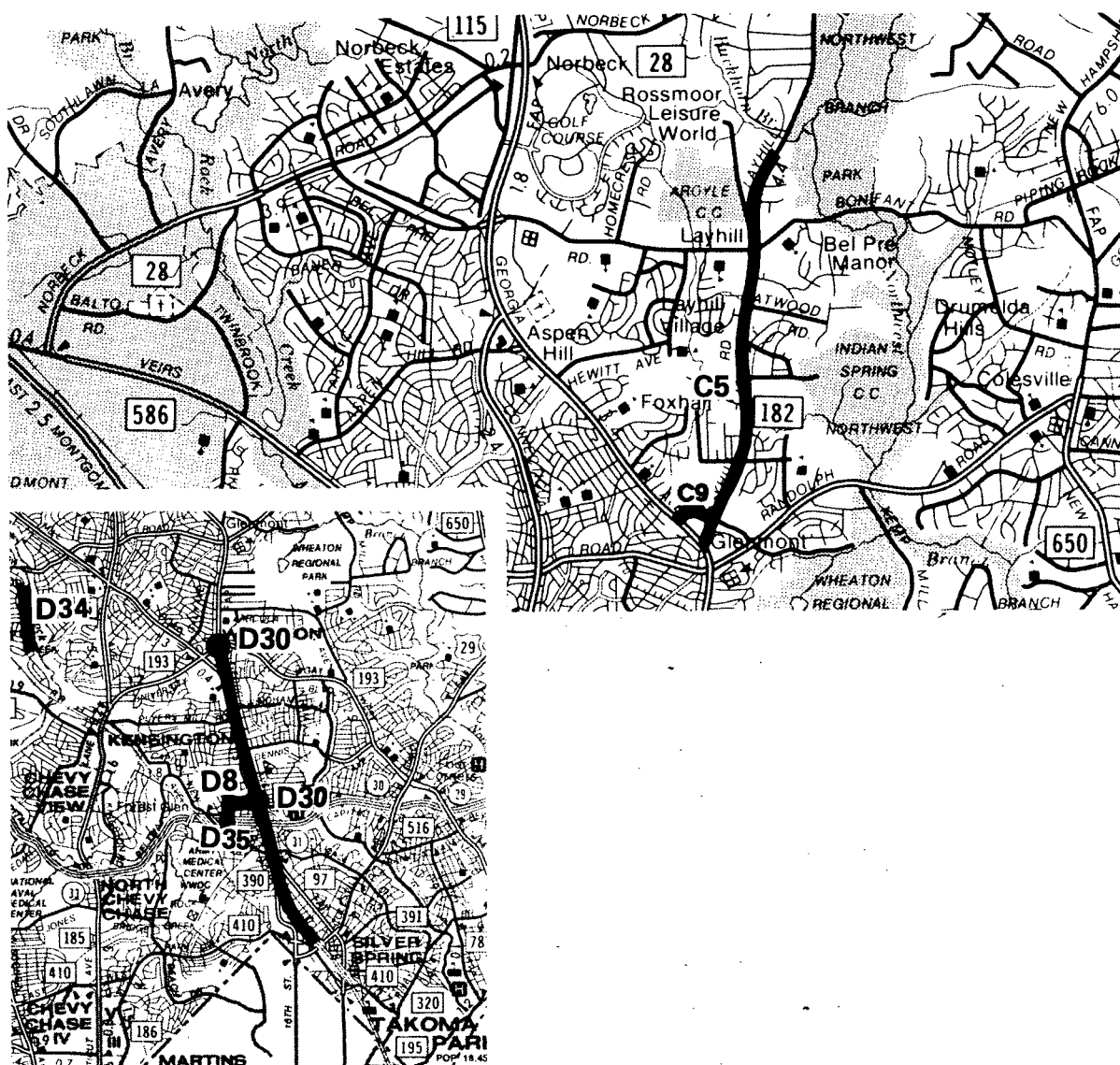
	Percent	Rank
Work in Montgomery County	75.1	4
Use Transit for Worktrip	6.0	14

1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	67.4	11
Owning Homes	68.0	11
With Housing Cost/Income Ratio > 30%	14.6	9
Owning 3 or More Cars	10.2	14
	Average	Rank
Age of Housing Unit	6.08	17
Monthly Rent	\$560	14
Number of Employed Workers per Household	1.56	10
1986 Median Household Income	\$38,950	14

Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	420	9
Housing Units	1,290	3

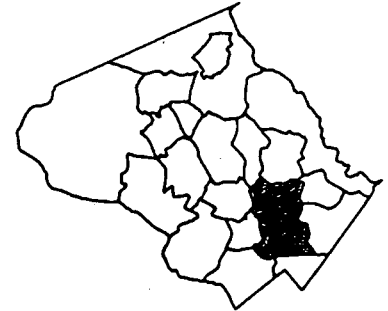


PROGRAMMED IMPROVEMENTS IN THE KENSINGTON/WHEATON POLICY AREA

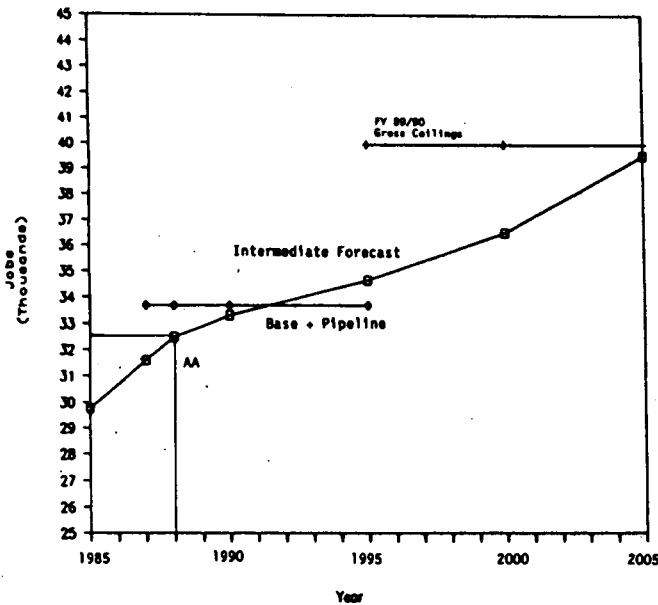
Project No.	Ref. No.	Code No.	Project Name	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
153011	50.	C5	Layhill Road (MD. 182) Widening Georgia Ave. (MD 97) to Longmead Rd.	Y	91
153181	51.	D8	Forest Glen Road (MD 192) Georgia Ave. (MD 97) to Belvedere Pl.	N	90
883102	52.	D34	Dewey Road Dahill Road to Garrett Park Road	N	92
WMATA	74.	D30	Forest Glen Metro Station		91
903192	75.	C9	Glenallan Avenue		93
803498	76.	D35	Belvedere Place Ext.		90
WMATA	84.	D30	Wheaton Metro Station	-	91

KENSINGTON/WHEATON

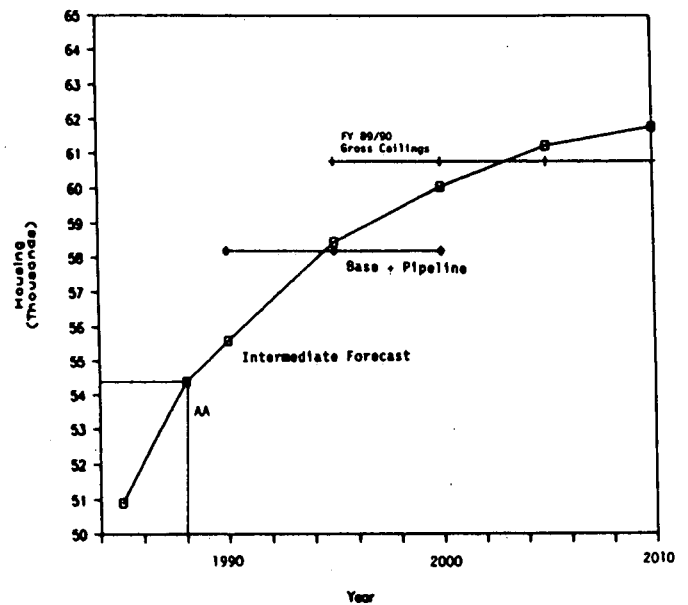
	JOB	HOUSING	
Pipeline	1,182	3,798	
FY 89 Gross Ceiling	39,934	60,774	
FY 89 Net Ceiling	7,434	6,374	
Remaining Capacity	6,252	2,576	
FY 90 Gross Ceiling	40,000	60,774	
FY 90 Net Ceiling	7,434	6,374	
Remaining Capacity	6,252	2,576	



JOB



HOUSING



Statistical Profile

1988 Estimates

	Number	Rank	General Plan Holding Capacity
Population	139,260		
Jobs	32,500		
Housing Units	54,400		
Jobs/Housing Ratio	0.60		
Land Area in Square Miles	32.29		

1987 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached				
Single-Family Attached				

1987 Population Characteristics

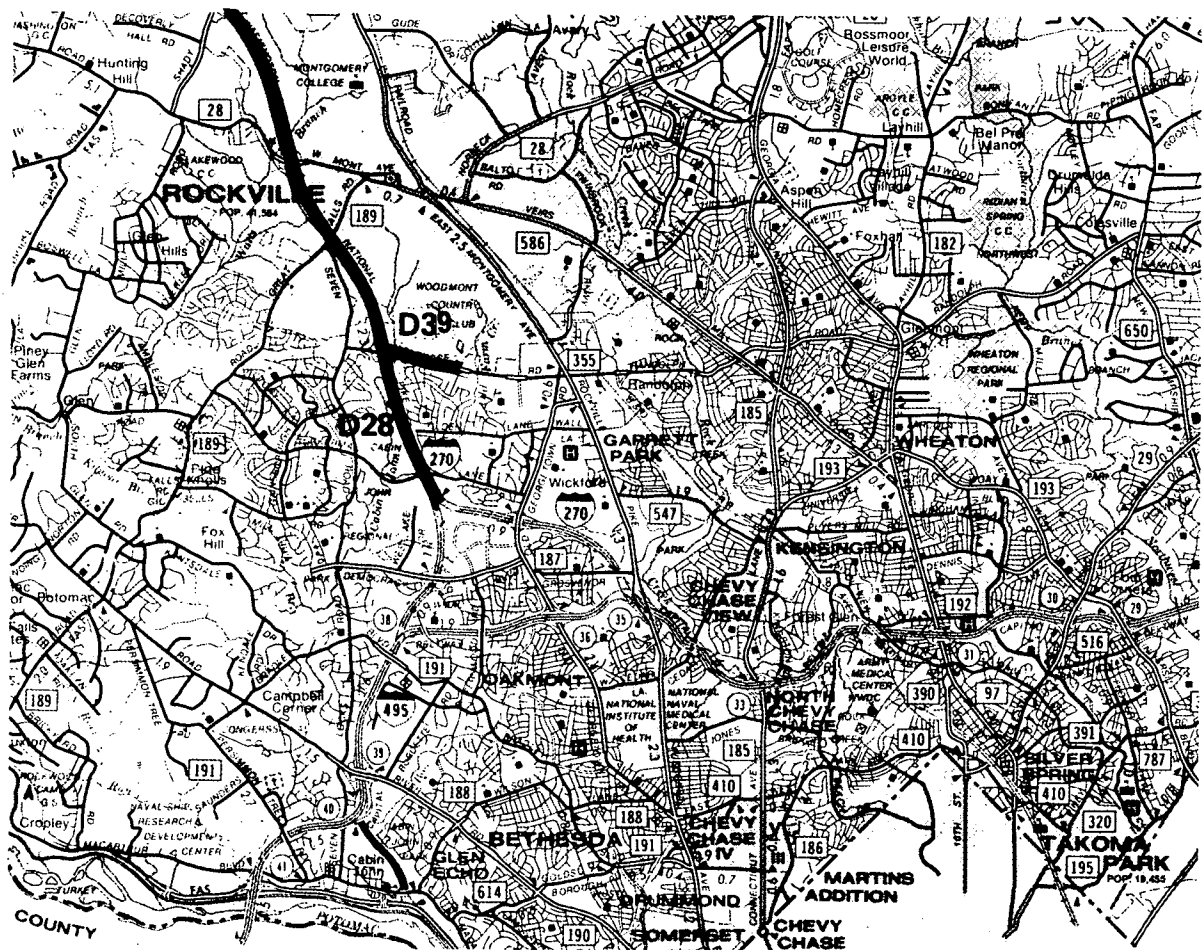
	Percent	Rank
Work in Montgomery County		
Use Transit for Worktrip		

1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses		
Owning Homes		
With Housing Cost/Income Ratio > 30%		
Owning 3 or More Cars		
Average		Rank
Age of Housing Unit		
Monthly Rent		
Number of Employed Workers per Household		
1986 Median Household Income		

Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)		
Housing Units		

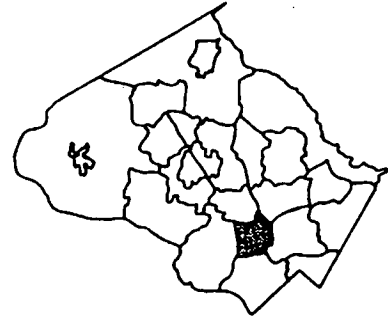


PROGRAMMED IMPROVEMENTS IN THE NORTH BETHESDA POLICY AREA

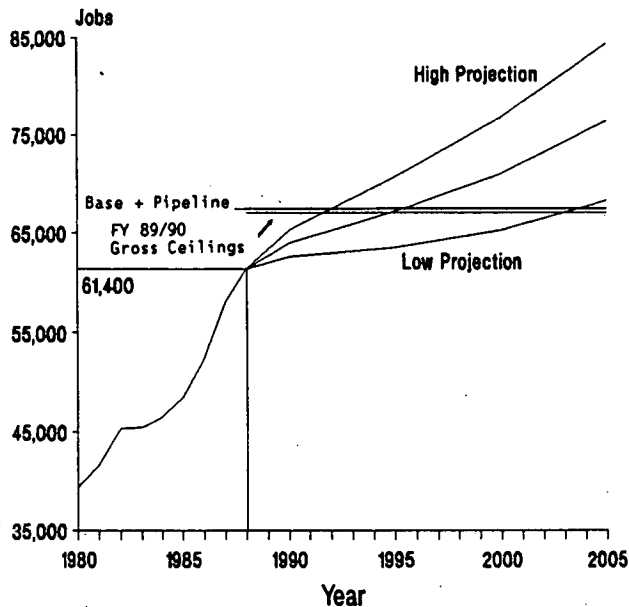
Project No.	Ref. No.	Code No.	Project Name	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
151024	53	D28	<u>I-270 Widening</u> Y Split to Policy Area boundary	Y	91
813591	54.	D39	Montrose Road Extension Phase III: Westmont Blvd. to Old Bridge Road	N	90

NORTH BETHESDA

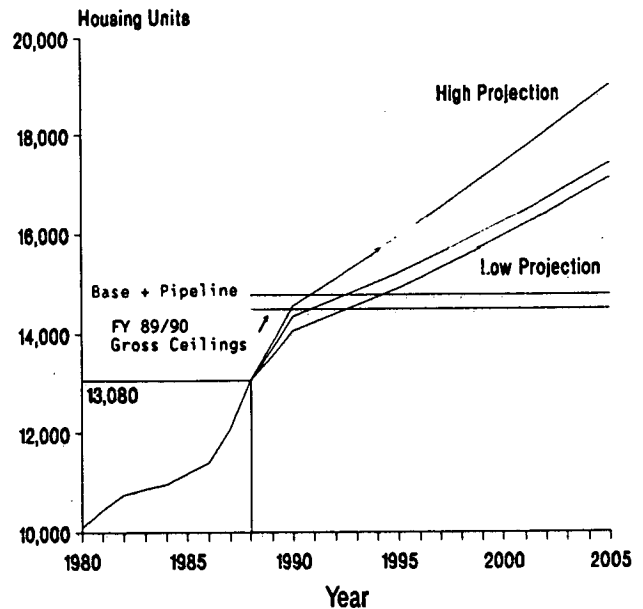
	JOB	HOUSING
Pipeline	6,143	1,690
FY 89 Gross Ceiling	67,005	14,501
FY 89 Net Ceiling	5,605	1,421
Remaining Capacity	(538)	(269)
FY 90 Gross Ceiling	67,005	14,501
FY 90 Net Ceiling	5,605	1,421
Remaining Capacity	(538)	(269)



Jobs



Housing



Statistical Profile

1988 Estimates

	Number	Rank	General Plan Holding Capacity
Population	30,080	10	
Jobs	61,400	1	95,200
Housing Units	13,080	9	21,000
Jobs/Housing Ratio	4.69	3	
Land Area in Square Miles	9.01	13	

1987 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$399,068	2	\$160,000	4
Single-Family Attached	\$240,845	2	\$192,000	1

1987 Population Characteristics

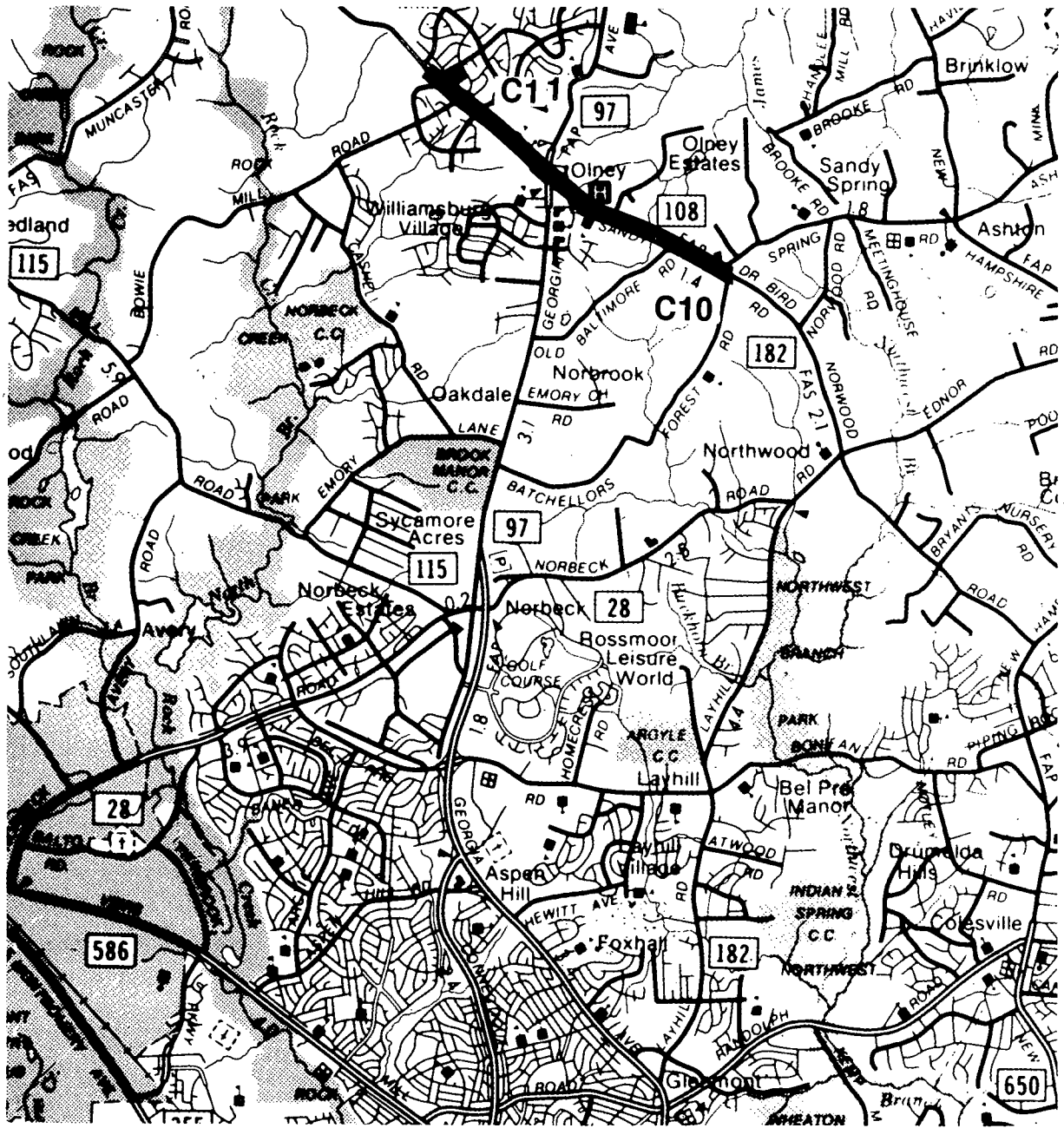
	Percent	Rank
Work in Montgomery County	57.4	9
Use Transit for Worktrip	16.2	4

1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	55.0	14
Owning Homes	66.4	12
With Housing Cost/Income Ratio \geq 30%	13.2	12
Owning 3 or More Cars	16.0	11
	Average	Rank
Age of Housing Unit	23.00	7
Monthly Rent	\$750	3
Number of Employed Workers per Household	1.37	13
1986 Median Household Income	\$48,980	6

Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	3,690	2
Housing Units	270	11

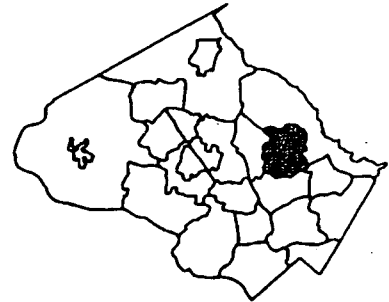


PROGRAMMED IMPROVEMENTS IN THE OLNEY POLICY AREA

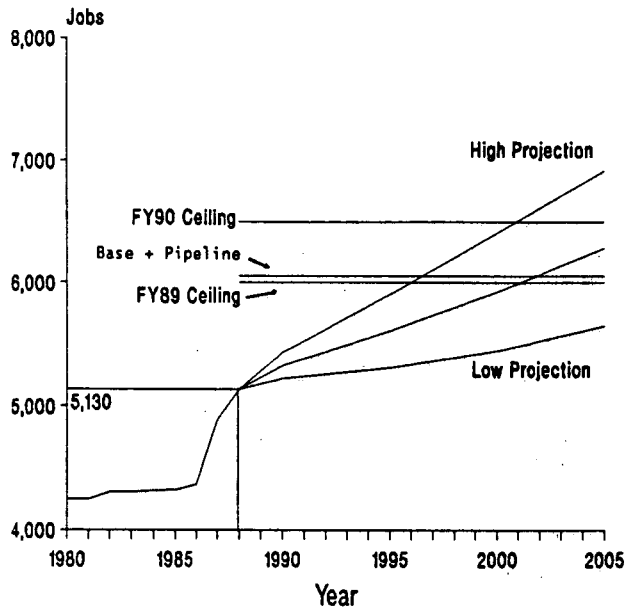
Project No.	Ref. No.	Code No.	Project Name	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
783018	55.	C11	<u>Briars Road Connection</u> to Olney-Laytonsville Road (MD 108)	Y	92
153370	78.	C10	<u>MD 108: Olney Mill Rd. - Dr. Bird Rd.(s)</u>	-	93

OLNEY

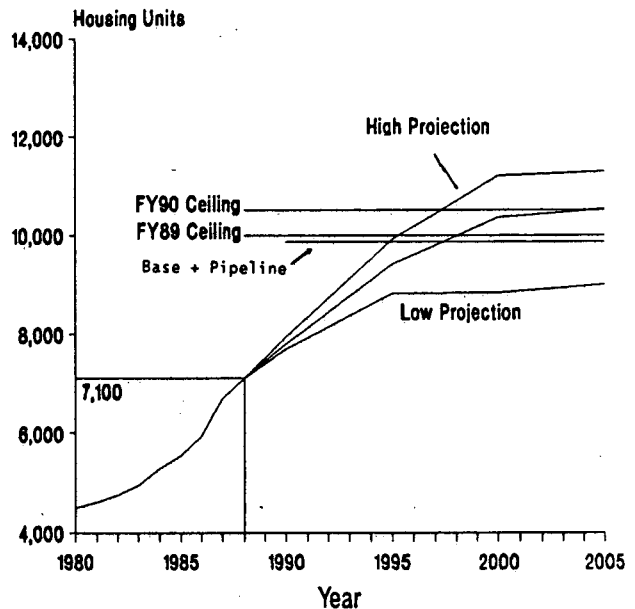
	JOB	HOUSING
Pipeline	925	2,762
FY 89 Gross Ceiling	5,997	9,999
FY 89 Net Ceiling	867	2,899
Remaining Capacity	(58)	137
FY 90 Gross Ceiling	6,497	10,499
FY 90 Net Ceiling	1,367	3,399
Remaining Capacity	442	637



Jobs



Housing



Statistical Profile

1988 Estimates

	Number	Rank	General Plan Holding Capacity
Population	23,230	12	
Jobs	5,130	14	8,100
Housing Units	7,100	12	12,000
Jobs/Housing Ratio	.72	12	
Land Area in Square Miles	16.93	7	

1987 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$180,990	12	\$153,500	6
Single-Family Attached	\$94,975	10	\$88,500	9

1987. Population Characteristics

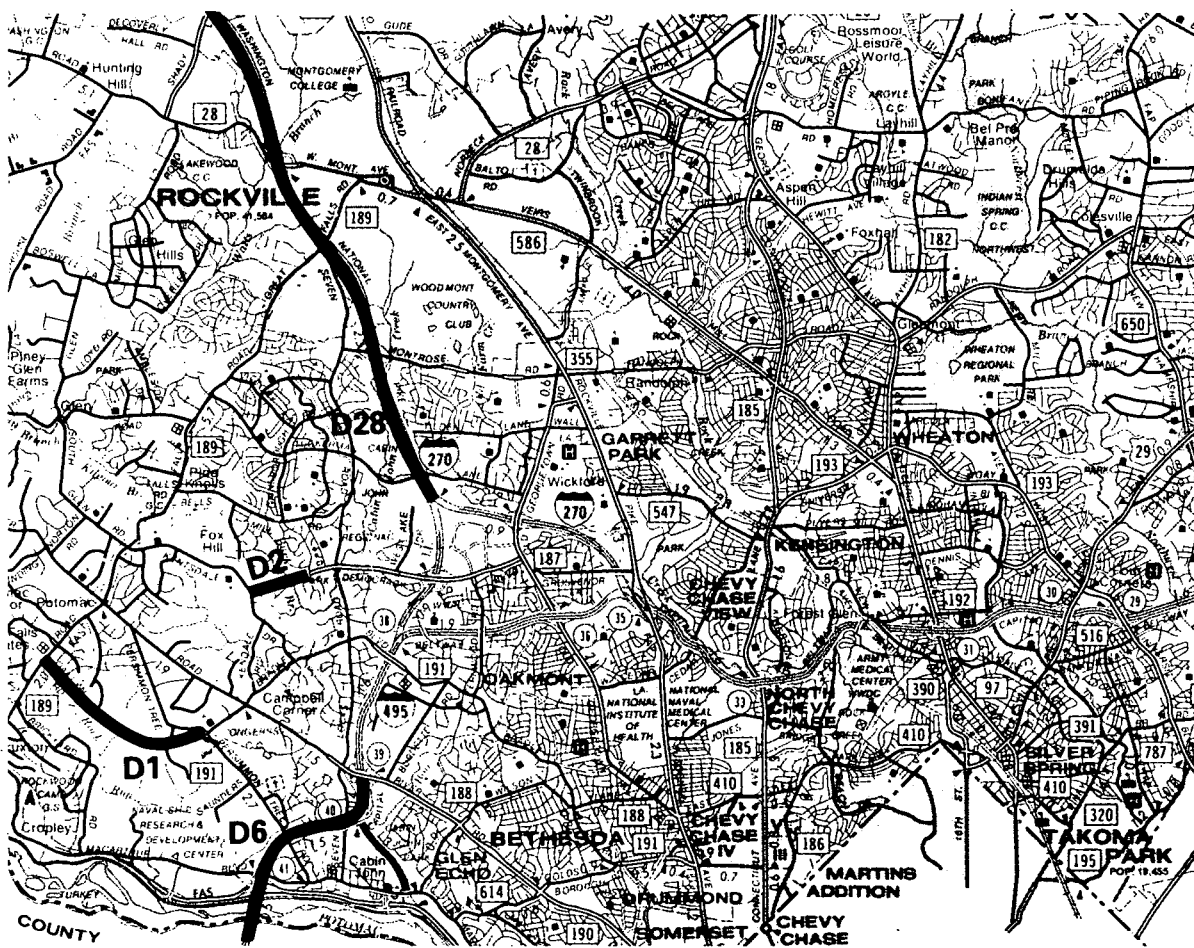
	Percent	Rank
Work in Montgomery County	64.8	8
Use Transit for Worktrip	7.0	13

1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	100.0	1
Owning Homes	96.0	2
With Housing Cost/Income Ratio > 30%	12.9	13
Owning 3 or More Cars	32.2	3
	Average	Rank
Age of Housing Unit	13.44	12
Monthly Rent	651	6
Number of Employed Workers per Household	1.79	2
1986 Median Household Income	\$56,690	4

Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	130	15
Housing Units	510	6

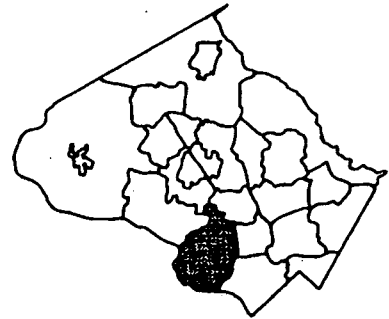


PROGRAMMED IMPROVEMENTS IN THE POTOMAC POLICY AREA

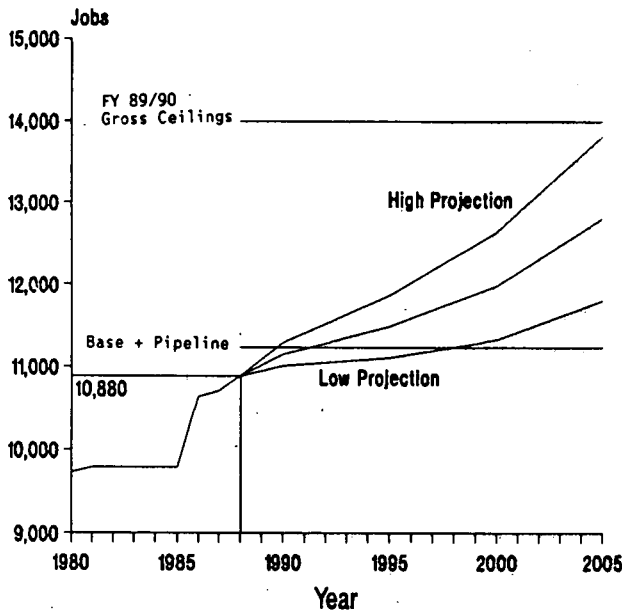
Project No.	Ref. No.	Code No.	Project Name	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
863131	56.	D1	<u>Oaklyn Drive</u> Falls Road (MD 189) to Potomac Station Lane	Y	90
813595	57.	D2	<u>Democracy Boulevard Extension</u> Gainesborough Rd. to Kentsdale Dr.	Y	90
151024	80.	D28	<u>I-270: Y Split to Policy Area boundary</u>	Y	91
151087	81.	D6	<u>I-495 Widening (Capital Beltway)</u>	Y	92

POTOMAC

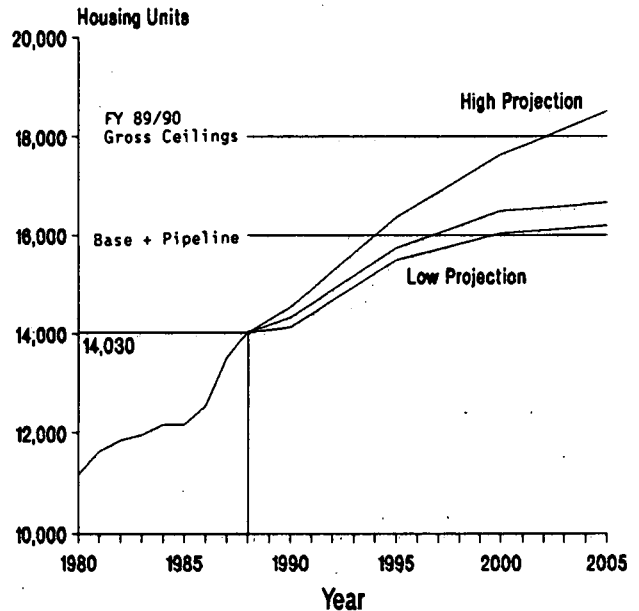
	JOB S	HOUSING
Pipeline	351	1,985
FY 89 Gross Ceiling	13,998	18,003
FY 89 Net Ceiling	3,118	3,973
Remaining Capacity	2,767	1,988
FY 90 Gross Ceiling	13,998	18,003
FY 90 Net Ceiling	3,118	3,973
Remaining Capacity	2,767	1,988



Jobs



Housing



Statistical Profile

1988 Estimates

	Number	Rank	General Plan Holding Capacity
Population	44,190	8	
Jobs	10,880	11	14,000
Housing Units	14,030	8	18,000
Jobs/Housing Ratio	.78	10	
Land Area in Square Miles	30.11	1	

1987 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$465,724	1	\$295,000	1
Single-Family Attached	\$349,900	1	\$163,000	2

1987 Population Characteristics

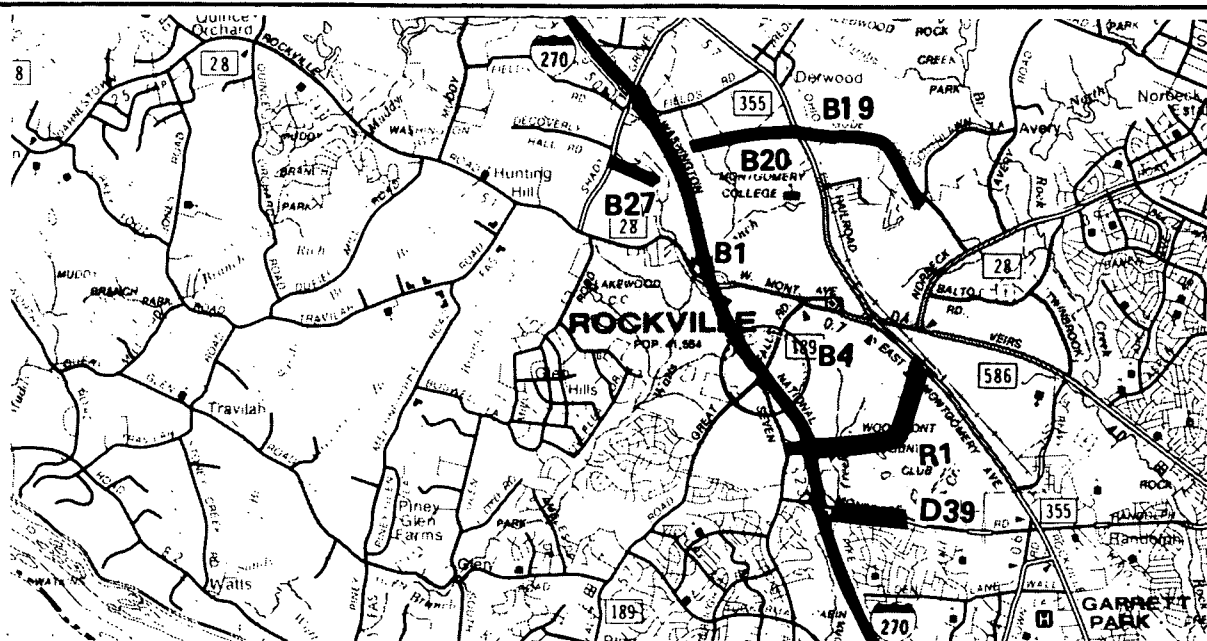
	Percent	Rank
Work in Montgomery County	54.2	11
Use Transit for Worktrip	7.8	11

1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	90.4	4
Owning Homes	93.2	3
With Housing Cost/Income Ratio \geq 30%	11.7	14
Owning 3 or More Cars	38.6	2
	Average	Rank
Age of Housing Unit	15.89	9
Monthly Rent	\$1,400	1
Number of Employed Workers per Household	1.75	3
1986 Median Household Income	\$82,480	1

Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	290	11
Housing Units	370	9

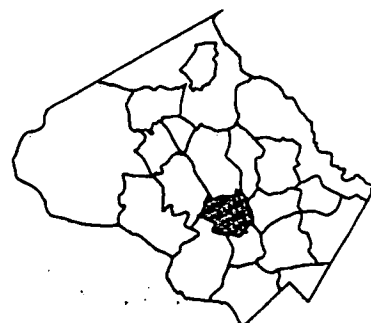


PROGRAMMED IMPROVEMENTS IN THE ROCKVILLE POLICY AREA

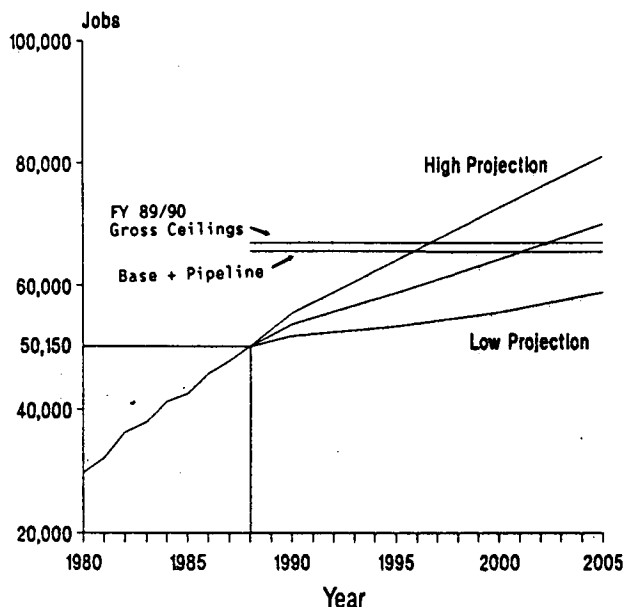
Project No.	Ref. No.	Code No.	Project Name	Approved Road Program of 7/1/88	100% of Const. Expenditures by Fiscal Year
151024	61.	B1	<u>I-270 Widening</u> Policy Area boundary to Policy Area boundary	Y	91
151033	62.	B4	<u>Falls Road (MD 189) Interchange</u> Interchange with I-270	Y	90
813591	63.	D39	<u>Montrose Road Extension</u> Phase III: Westmont Blvd. to Old Bridge Rd.	N	90
763815	64.	B19	<u>Gude Drive Railroad Bridge</u> Over B & O and Metro Tracks	Y	91
723271	65	B20	<u>Gude Drive Extension, Phase II</u> Piccard Dr. to Frederick Ave. (MD 355)	Y	92
853121	66.	B27	<u>Key West Avenue - Shady Grove to Gude</u> Phase II: Shady Grove Road to Gude Drive	Y	90
823865	67	R1	<u>Ritchie Parkway</u> Seven Locks Rd. to Rockville Pike (MD 355)	Y	91
151035	68.	R1	<u>I-270</u> New Ritchie Parkway Bridge over I-270	Y	91
793177	69.	B19	<u>Gude Drive Widening</u> Section I: Frederick Road (MD 355) to Calhoun Drive Section II: Calhoun Drive to Dover Road Section III: Dover Road to Southlawn Lane	Y Y Y	91 91 91

ROCKVILLE

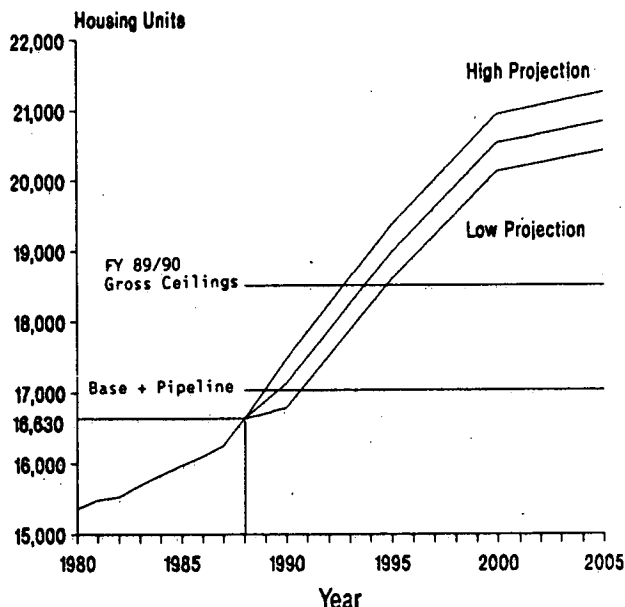
	JOB S	HOUSING
Pipeline	15,516	402
FY 89 Gross Ceiling	67,004	18,499
FY 89 Net Ceiling	16,854	1,869
Remaining Capacity	1,338	1,467
FY 90 Gross Ceiling	67,004	18,499
FY 90 Net Ceiling	16,854	1,869
Remaining Capacity	1,338	1,467



Jobs



Housing



Statistical Profile

1988 Estimates

	Number	Rank	General Plan Holding Capacity
Population	45,150	7	
Jobs	50,150	2	116,500
Housing Units	16,630	7	N/A
Jobs/Housing Ratio	3.02	4	
Land Area in Square Miles	13.84	8	

1987 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$264,920	5	\$112,000	15
Single-Family Attached	\$149,990	3	\$102,000	5

1987 Population Characteristics

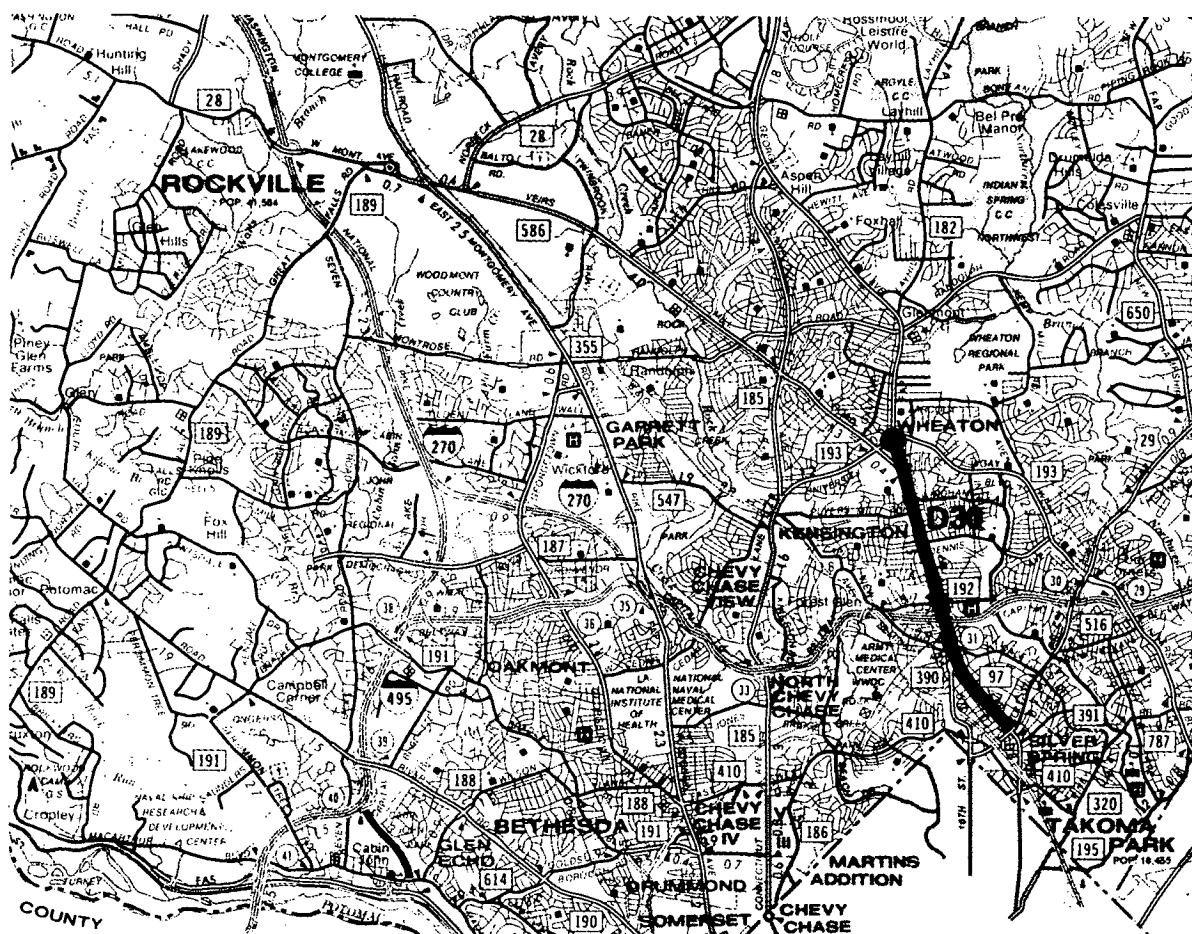
	Percent	Rank
Work in Montgomery County	66.9	6
Use Transit for Worktrip	11.4	6

1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	75.7	8
Owning Homes	70.3	8
With Housing Cost/Income Ratio > 30%	14.3	10
Owning 3 or More Cars	22.8	6
	Average	Rank
Age of Housing Unit	24.65	6
Monthly Rent	\$600	11
Number of Employed Workers per Household	1.50	11
1986 Median Household Income	\$44,080	9

Previous Five Year Annual Growth Trends

	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	2,410	3
Housing Units	150	13



PROGRAMMED IMPROVEMENTS IN THE SILVER SPRING/TAKOMA PARK POLICY AREA

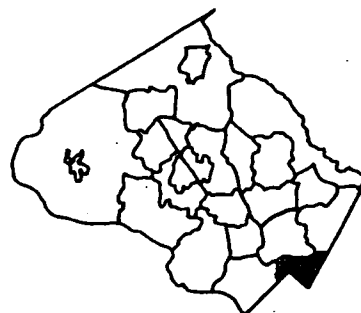
Project No.	Ref. Code No.	Project Name	Approved Road	100% of Const.
			Program of 7/1/88	Expenditures by Fiscal Year

WMATA 83. D30 Red Line Ext. to Wheaton

91

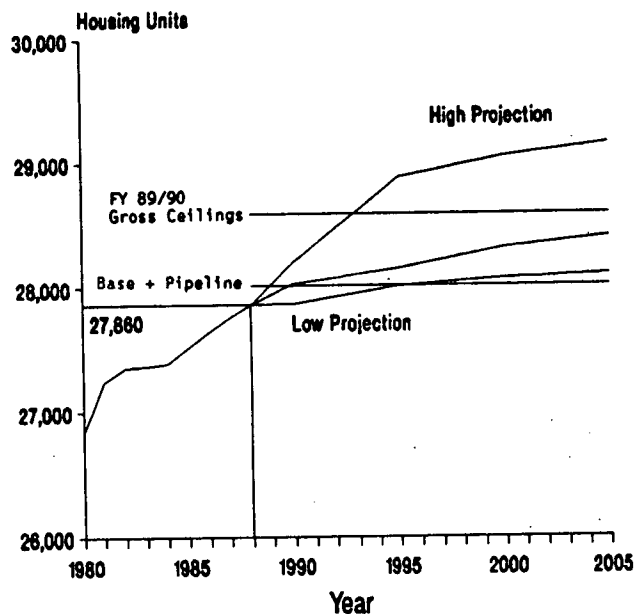
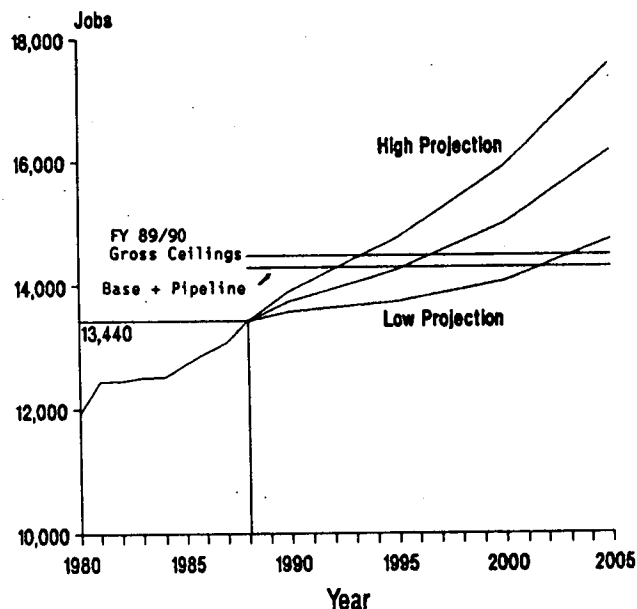
SILVER SPRING/TAKOMA PARK

	JOB	HOUSING
Pipeline	846	156
FY 89 Gross Ceiling	14,473	28,585
FY 89 Net Ceiling	1,033	725
Remaining Capacity	187	569
FY 90 Gross Ceiling	14,473	28,585
FY 90 Net Ceiling	1,033	725
Remaining Capacity	187	569



Jobs

Housing



Statistical Profile

1988 Estimates

	Number	Rank	General Plan Holding Capacity
Population	64,400	4	
Jobs	13,440	10	36,000
Housing Units	27,860	3	41,000
Jobs/Housing Ratio	.48	15	
Land Area in Square Miles	8.53	14	

1987 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$233,970	6	\$123,900	12
Single-Family Attached	N/A	N/A	\$85,000	12

1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	41.3	16
Use Transit for Worktrip	27.5	3

1987 Household Characteristics

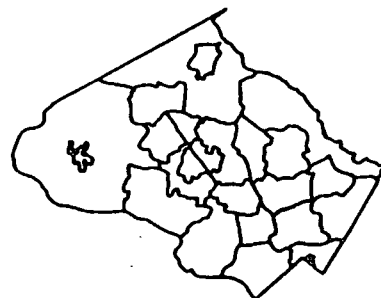
	Percent	Rank
Living in Single Family Houses	46.7	15
Owning Homes	47.7	15
With Housing Cost/Income Ratio \geq 30%	22.5	3
Owning 3 or More Cars	10.2	14
	Average	Rank
Age of Housing Unit	38.18	1
Monthly Rent	520	16
Number of Employed Workers per Household	1.37	13
1986 Median Household Income	\$33,170	15

Previous Five Year Annual Growth Trends

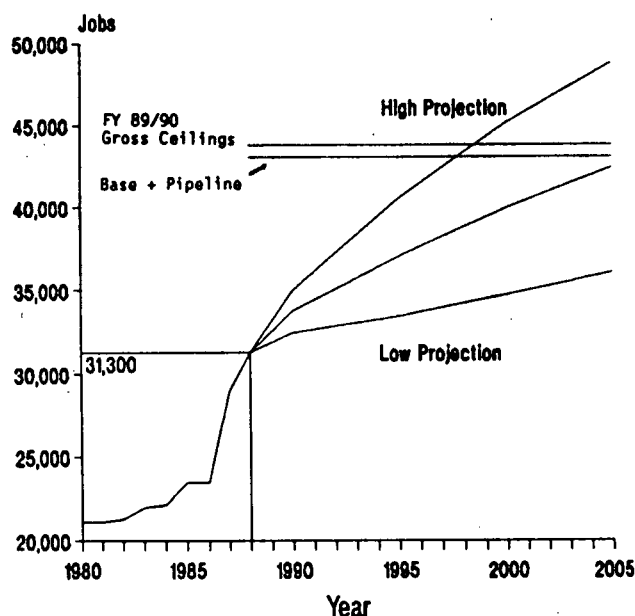
	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	140	14
Housing Units	90	15

SILVER SPRING CBD

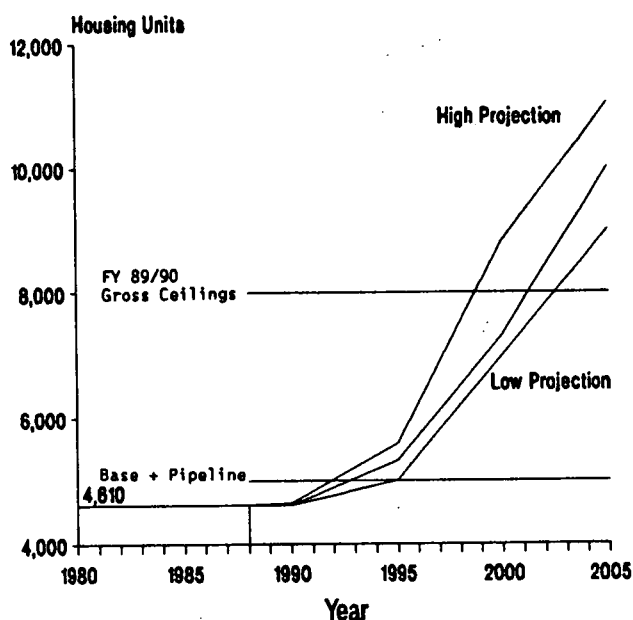
	JOB	HOUSING
Pipeline	11,778	384
FY 89 Gross Ceiling	43,766	7,992
FY 89 Net Ceiling	12,466	3,382
Remaining Capacity	688	2,998
FY 90 Gross Ceiling	43,766	7,992
FY 90 Net Ceiling	12,466	3,382
Remaining Capacity	688	2,998



Jobs



Housing



Statistical Profile

1988 Estimates

	Number	Rank	General Plan Holding Capacity
Population	6,870	17	
Jobs	31,300	5	117,000
Housing Units	4,610	15	N/A
Jobs/Housing Ratio	6.79	1	
Land Area in Square Miles	.57	17	

1987 Median Sales Price of Housing Units Sold

	New Price	Rank	Resales Price	Rank
Single-Family Detached	\$233,970	6	\$123,900	12
Single-Family Attached	N/A	N/A	\$85,000	12

1987 Population Characteristics

	Percent	Rank
Work in Montgomery County	36.8	17
Use Transit for Worktrip	37.9	1

1987 Household Characteristics

	Percent	Rank
Living in Single Family Houses	.2	17
Owning Homes	.8	17
With Housing Cost/Income Ratio \geq 30%	34.0	1
Owning 3 or More Cars	2.3	16
	Average	Rank
Age of Housing Unit	28.62	5
Monthly Rent	630	7
Number of Employed Workers per Household	.86	17
1986 Median Household Income	\$27,840	17

Previous Five Year Annual Growth Trends

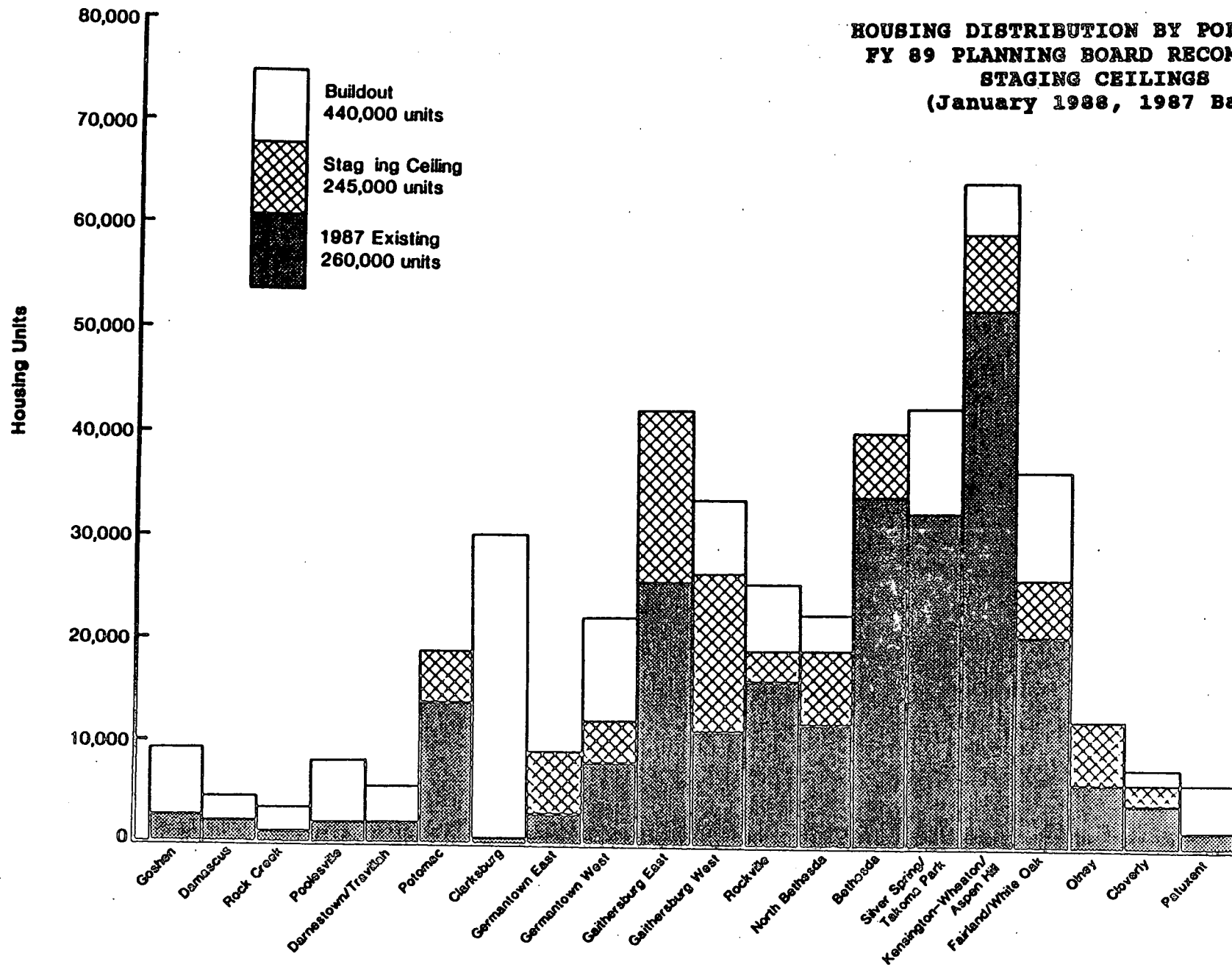
	Annual Average Number	Rank
Capacity Added by New Buildings (Employees)	1,830	5
Housing Units	0	17

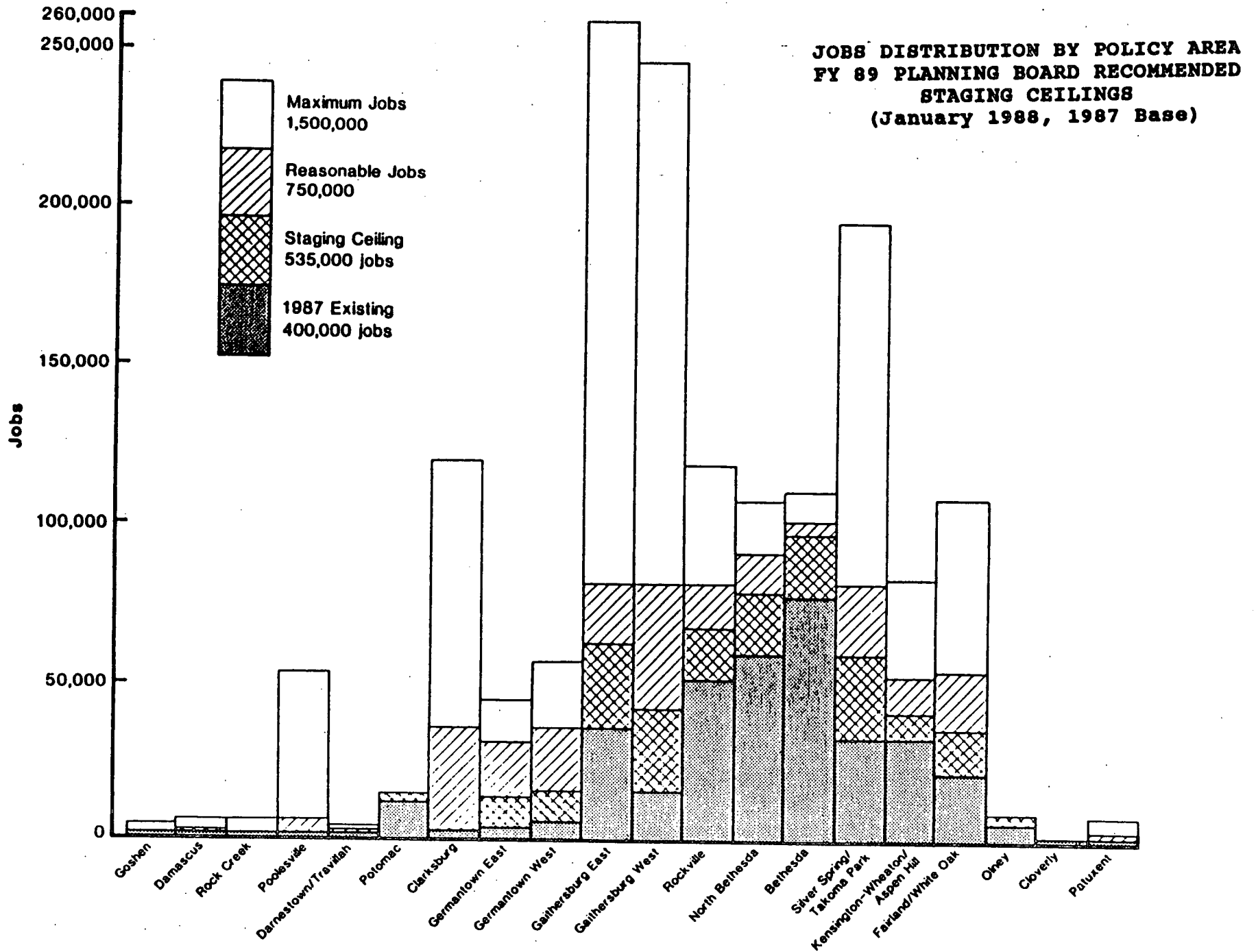
HOUSING AND JOBS BUILDOUT

The charts on the following two pages show residential and employment development according to a number of categories. The first chart shows the full buildout of residentially zoned land as of 1987, resulting in a total of 440,000 housing units in the County. It shows the distribution of these units, with sub-categories showing the distribution within the overall zoning envelope of: (1) existing 1987 housing stock, (2) additional housing permitted above what already exists, and (3) additional housing above the staging ceiling allowed by the zoning ordinance. Each column represents the capacity of a policy area as named along the bottom of the chart.

The second chart shows the same information for jobs, except that it displays two buildout numbers which differ because of different assumptions about the intensity of development expressed in terms of floor area ratios. The first is the maximum buildout of 1.5 million jobs. The second is the more reasonable buildout of 750,000 jobs. Both numbers differ from the 1 million holding capacity number used in the previous statistical profiles. These charts are from the Planning Department's January 1988 publication entitled "General Plan, Assessment Study." We plan to update these charts once work on the Comprehensive Growth Policy is completed.

**HOUSING DISTRIBUTION BY POLICY AREA
FY 89 PLANNING BOARD RECOMMENDED
STAGING CEILINGS
(January 1988, 1987 Base)**





Appendix C:
Historical
Overview
of the
Annual Growth Policy
Process

HISTORICAL OVERVIEW OF THE ANNUAL GROWTH POLICY PROCESS

A. PURPOSE

The Annual Growth Policy is to help County officials match the timing of private development to the availability of public facilities. This effort has two components:

1. Programming and providing public facilities to support the private development encouraged by the County's master plans, sector plans, the General Plan, and the market place; and
2. Constraining the amount of private subdivision approvals to those which can be accommodated by the programmed public facilities that the County and other levels of government can fiscally and physically produce in a given time frame.

The important words in the above are "in a given time frame." The Annual Growth Policy is designed to affect the timing of development, not the end state total amount, type or mix of development. These latter issues are ones which are dealt with in the master and sector plans and the County's General Plan.

The relative timing of development approval and provision of public facilities are what the Adequate Public Facilities Ordinance (APFO) and the Annual Growth Policy are all about. The APFO mandates that the Planning Board not approve a preliminary plan of subdivision unless it finds that the public facilities in place or programmed in the local and state capital improvements programs will be adequate to serve the subdivision, along with all other approved development.

B. THE ADEQUATE PUBLIC FACILITIES ORDINANCE

The Adequate Public Facilities Ordinance (APFO) was adopted in 1973 as part of the Montgomery County Subdivision Ordinance, Chapter 50, Section 35(k). It has been used as a tool to promote orderly growth by synchronizing development with the availability of public facilities such as roads, sewer, water service, and schools needed to support it. The regulations require that "public facilities ... adequate to support and service the area of the proposed subdivision" exist or be programmed for construction within a defined time period before the Planning Board can grant approval of a preliminary plan of subdivision.

The Planning Board's administration of the APFO has been progressively tightened over the fourteen years since it was enacted. During its early years, a state-imposed sewer moratorium constrained subdivision approvals. As time went on, traffic and the County's transportation infrastructure became more pressing concerns. And finally, in the mid 1980's the public school system became an important component of the APFO.

In the late 1970's, the Planning Department began developing techniques for relating future growth to future transportation capacity. The future impact of a proposed subdivision, taken with other unbuilt recorded subdivisions in the neighborhood, was measured against the nearest critical intersection. This, however, did not take into account the effect of upstream development on that

intersection or the effect of the proposed subdivision on downstream intersections, or the effect of approved but unrecorded subdivisions.

In 1979, the Planning Board proposed new techniques for taking into account the transportation impact of upstream development. These techniques involved a broader geographic analysis (Policy Area Review) which takes into account the availability of transit as well as roads, and measures the effects of new development and new roads within the policy area and in adjacent policy areas. This new approach did not abandon the examination of the nearest intersections. This test was retained and expanded slightly to include nearby links as well as intersections. It became a second test (Local Area Review) to be applied to a subdivision if the first test showed the availability of development capacity in the policy area.

The Planning Board recommended in 1979 that this new approach be implemented, and that the Council and Executive participate in the setting of annual growth limits through the adoption each year of a Comprehensive Staging Plan. For various reasons, the Council and Executive preferred to leave the function of setting annual growth limits with the Planning Board. Thus, beginning in 1982 and over a period of four more years, the Planning Board prepared and adopted annually a Comprehensive Planning Policies Report. This report used the new methodologies outlined in the 1979 report. It presented guidelines for the administration of the APFO, policy area transportation ceilings for future subdivision approvals, and a status report on development trends in the County.

In April 1986, the County Council revised this process to allow for the Council to assume the role of setting annual growth limits through the adoption of an Annual Growth Policy. The relevant amendment to the Adequate Public Facilities Ordinance included the following features:

1. It provided that the County Council, by resolution or in the Annual Growth Policy, will provide guidelines for the determination of the adequacy of public facilities and approve development ceilings each year.
2. It changed the method of analyzing the adequacy of transportation facilities, requiring that future traffic estimates be derived from existing traffic plus the traffic from all approved but unbuilt subdivisions plus the traffic from the applicant subdivision.
3. It changed the method by which ceilings were calculated, providing that roads in the County CIP and the State capital program may be counted only if 100 percent of the expenditures for construction are estimated to occur within the first four years of the program.
4. It provided that the Local Area Review of critical intersections or links shall take into account only roads in the Executive's Approved Road Program (ARP). The ARP includes roads for which construction will begin within two years and, in the case of County roads, for which construction funds have been appropriated.
5. It provided for a more explicit role for the County Executive by establishing a process whereby the draft AGP prepared by the Planning Board is routed through the Executive for comment and recommendation before public hearing and action by the Council.

C. ANNUAL GROWTH POLICY LEGISLATION

In April of 1986 the Council enacted Annual Growth Policy legislation (Bill No. 11-86) which provided for the establishment of an annual growth policy for the County. This legislation established a process by which the Montgomery County Council can give policy guidance to the various agencies of government on matters concerning growth management. It is "intended to be an instrument that facilitates and coordinates the use of the various powers of government to limit or encourage growth and development in a manner that best enhances the general health, welfare, and safety of the residents of the County." Through the Annual Growth Policy, the County Council establishes criteria and standards for administering the Adequate Public Facilities Ordinance and approves staging ceilings based on the adequacy of transportation and public school facilities.

Bill 11-86 requires the Annual Growth Policy to include:

1. A status report on general land use conditions in the County;
2. A forecast of the most probable trends in population, households, and employment for the next 10 years;
3. A set of recommended growth capacity ceilings for each policy area within the County, for both residential and employment land uses; and
4. A set of policy guidelines for the Planning Board and other agencies, as appropriate, that affect growth and development.

This is the third Annual Growth Policy recommended for Council adoption by the Planning Board and County Executive. In developing the AGP for FY 1990, the Planning Board would like to focus the Council's official action on items #3 and #4 above. Other relevant information, including items #1 and #2, are included as appendices and background reference material. The reader should consult the other Planning Department publications entitled, "1988 - Trends and Forecasts" and "1987 - Alternative Transportation Scenarios and Staging Ceilings" for supporting materials on land use conditions, forecasts, and level of service information.

D. SCHOOL FACILITY ANALYSIS

During the mid 1980's, school capacity issues were added to the growth management equation, and initially were addressed on a subdivision by subdivision basis. Montgomery County Public Schools provided recommendations to the Planning Board concerning the adequacy of school facilities to serve a new subdivision. During 1986 and 1987, the staffs of the Planning Board, County Executive, Council, and Montgomery County Public Schools and a Task Force on the Annual Growth Policy for Public School Facilities worked on developing a more comprehensible methodology for assessing the adequacy of public school facilities for APFO purposes. The Task Force made recommendations to the County Council in the fall of 1987 and the County Council adopted this recommended methodology in the FY 89 AGP.

E. THE ANNUAL GROWTH POLICY SCHEDULE

The schedule for the Annual Growth Policy includes the following steps:

1. By October 15, Planning Department staff prepares a staff draft report, showing a number of alternative scenarios and staging ceilings derived from different combinations of new roads and different combinations of new school capacities.
2. By December 1, the Planning Board prepares a final draft of the report prepared by the Planning Board staff in step 1 above.
3. By January 1, the County Executive submits to the County Council a revised version of the Annual Growth Policy, which incorporates the capacity provided by his recommended six year Capital Improvements Program.
4. The County Council holds a public hearing on the draft Annual Growth Policy at least 30 days before acting on it, and adopts the growth policy before June 30 each year, either approving the policy recommended by the Executive or amending it before adoption.

F. AMENDMENTS TO THE FY 89 ANNUAL GROWTH POLICY

The County Council amended the FY 89 Annual Growth Policy on August 2, 1988. This amendment facilitates long term staged projects that fulfill important public policy objectives but which are otherwise constrained from development because of existing APF guidelines. This amendment specifies circumstances under which the policy area staging ceilings may be exceeded. It allows transportation projects scheduled for construction beyond four years to be counted in determining whether there are adequate public facilities when the developer agrees to participate in financing a portion of the costs associated with these facilities.

Types of projects which are eligible for this special treatment are:

1. Non-speculative employer facilities staged beyond a four-year period. This is intended to accommodate planned and orderly employer facility needs.
2. Projects with a staging plan extending beyond four years in zoning categories that enable planned development of superior and integrated design and/or transit serviceability. These zones may include the town sector, MXP, PRC, TSM, and TSR categories. The Council is considering a text amendment to implement this provision.
3. Projects located in the R&D Village, including the County's Life Sciences Center, as identified in the January 1985 Gaithersburg Vicinity Master Plan.

For a project to receive approval under this provision, the developer must agree to stage the proposed development concurrently with the execution of construction contracts for the additional transportation facilities and must provide or pay for a significant part of the cost of the additional transportation

facilities. If housing is involved, the developer must agree to an APF retest for public schools for any development staged beyond four years.

Procedurally, developers interested in partial-cost developer participation apply to the Executive for consideration after filing a complete preliminary plan with the Planning Board. For transportation facilities to be available for partial-cost developer participation, the County Council must enact authorizing legislation for the facility and designate the additional transportation facilities in the CIP, as appropriate for partial-cost developer participation.

G. COMPONENTS OF THE FY 90 ANNUAL GROWTH POLICY

The Planning Board's recommended FY 90 Annual Growth Policy submission consists of (1) a historical overview of the Annual Growth Policy process, (2) a framework for growth policy, (3) FY 90 Annual Growth Policy issues, (4) FY 90 growth ceiling recommendations, (5) the FY 90 Annual Growth Policy resolution, (6) a number of appendices, and (7) two supplementary Montgomery County Planning Department reports entitled, "1988 - Trends and Forecasts" and "1987 - Alternative Transportation Scenarios and Staging Ceilings."

Appendix D:

**Growth
Policy
Legislation**

1. Annual Growth Policy

**(Chapter 33A, Planning Procedures,
Montgomery County Code)**

ARTICLE II. GROWTH POLICIES.*

Sec. 33A-15. Annual growth policy.

(a) *Purpose.*

(1) The purpose of this article is to establish a process by which the county council can give policy guidance to the various agencies of government and to the general public on matters concerning:

- a. Land use development;
- b. Growth management; and
- c. Related environmental, economic, and social issues.

(2) The process will be established through the adoption by the county council of an annual growth policy, which is intended to be an instrument that facilitates and coordinates the use of the various powers of government to limit or encourage growth and development in a manner that best enhances the general health, welfare, and safety of the residents of the county.

(b) *Simplified description.*

(1) The county council must adopt a growth policy:

- a. No later than June 30 of each year; and
- b. After:

(i) Receipt of a draft annual growth policy prepared by the Montgomery County Planning Board;

(ii) Receipt of specific recommendations prepared by the county executive, and comments by other public agencies concerning the draft annual growth policy; and

(iii) A public hearing on both the draft annual growth policy and the recommendations of the executive, and on the comments of other agencies.

(2) The annual growth policy is effective for a fiscal year, beginning July 1 [and running] through June 30.

(c) *Duties of the planning board.*

(1) The Montgomery County Planning Board must:

- a. Each year, produce a draft annual growth policy;

*Editor's note—1986 L.M.C., ch. 53, § 1, added div. 2, § 33A-13, which the editor has redesignated art. II to conform to the style of this Code. The renumbering of §§ 33A-8—33A-12 as §§ 33A-10—33A-14 necessitated the renumbering of the sections of this article from §§ 33A-13, 33A-14 to §§ 33A-15, 33A-16.

b. By December 1 of each year:

(i) Send copies of the draft to the county executive, the other agencies, and the county council; and

(ii) Make copies available to the general public;

c. By October 15, make available a staff draft to the staff of the executive and other agencies for their use in preparing recommended capital improvements programs for the next fiscal year.

(2) The draft annual growth policy must include:

a. A status report on the general land use conditions in the county, including:

(i) The remaining growth capacity of zoned land;

(ii) The pipeline of approved development permits, including preliminary subdivision plans, sewer authorizations, record plats, and building permits;

(iii) The recent trends in real estate transactions;

(iv) The level of service conditions of major public facilities and environmentally sensitive areas; and

(v) Other relevant monitoring measures;

b. A forecast of the most probable trends in population, households, and employment for the next ten (10) years, including a section that focuses on the key factors that may affect the trends for the immediate next two (2) years;

c. A set of recommended growth capacity ceilings for each policy area within the county, for both residential and employment land uses, which are based on:

(i) Alternative possible scenarios of potential public facility growth; and

(ii) Recommended level of service indices for major public facilities;

d. A set of policy guidelines for the planning board, and other agencies as appropriate, with respect to their administration of the ordinances and regulations that affect growth and development; and

e. Any other information or recommendations as may be relevant to the general subject of growth policy, or as may be requested by the county council:

(i) In the course of adopting the annual growth policy for the year; or

(ii) By a subsequent resolution.

(d) *Duties of the county executive.*

(1) By January 1 of each year, the county executive must send to the county council:

a. Recommended growth capacity ceilings for each planning policy area, for both residential and employment land uses, that are consistent with the recommended capital improvements program; and

b. Any other revisions in the draft of the planning board in the form of specific additions or deletions.

(2) At the same time, the county executive must make available to the planning board, the other agencies, and the general public copies of these recommendations.

(3) During the year, the county executive must assist the planning board to compile its status report for the draft annual growth policy by making available monitoring data that is routinely collected by executive branch departments.

(4) The county executive must use the information in the draft annual growth policy of the planning board as a reference document in preparing the recommended capital improvements program of the executive for the next fiscal year, particularly with respect to the linkage between future capital construction schedules and policy area capacity ceilings.

(e) *Duties of the Montgomery County Board of Education.*

(1) By January 1 of each year, the Montgomery County Board of Education must send to the county council its comments on the draft annual growth policy of the planning board, including any recommended revisions in the form of specific additions or deletions.

(2) At the same time, the board of education must make available to the planning board and the general public copies of the comments and recommended revisions.

(3) During the year, the board of education must assist the planning board to compile its status report for the draft annual growth policy by making available monitoring data that is routinely collected by branch departments of the board of education.

(f) *Duties of the Washington Suburban Sanitary Commission.*

(1) By January 1 of each year, the Washington Suburban Sanitary Commission must send to the county council its comments on the draft annual growth policy of the planning board, including any recommended revisions in the form of specific additions or deletions.

(2) At the same time, the Washington Suburban Sanitary Commission must make available to the planning board and the general public copies of the comments and recommended revisions.

(3) During the year, the Washington Suburban Sanitary Commission must assist the planning board to compile its status report for the draft annual growth policy by making available monitoring data that is routinely collected by branch departments of the Washington Suburban Sanitary Commission.

(g) Duties of the county council

(1) After receipt of the draft annual growth policy, the recommendations of the county executive, and the other agency comments, the county council must hold a public hearing on the draft, recommendations and comments.

(2) No later than June 30 of each year, the county council must adopt an annual growth policy to be effective throughout the next fiscal year. If the county council does not adopt a new annual growth policy, the annual growth policy adopted the previous year remains in effect.

(3) When adopting the annual growth policy, the county council must approve, or approve with amendments, the recommendations of the county executive.

(4) The county council may adopt a subsequent resolution, after public hearing, to amend the annual growth policy. (1986 L.M.C., ch. 53, § 1.)

Sec. 33A-16. Interim growth policy.

(a) *Purpose.* The purpose of this section is to establish a process by which the county council can provide policy guidance on growth management and related issues, during the emergency period between the adoption of this section and the adoption of the council's first annual growth policy, scheduled for not later than June 30, 1987.

(b) *Duties of the planning board.* The Montgomery County Planning Board must submit to the county council and the county executive a draft interim growth policy, which includes:

(1) An assessment of recent and near-term projected development activity;

(2) An assessment of current and near-term projected level of service conditions for transportation facilities in each of the major policy areas within the county;

(3) An assessment of which policy areas would benefit most from the intensive application of one (1) or more of the following traffic alleviation measures:

- a. Expanding and improving county "share-a-ride" programs;
- b. Promoting ridesharing with county-financed advertising;
- c. Initiating county financial incentives for employer-provided vanpools;
- d. Negotiating with large county employers, in collaboration with county business organizations, to arrange parking privileges or charges so as to favor use of group riding, vanpooling, or public transportation;
- e. Negotiating with large county public and private employers in appropriate areas regarding staggered hours, flextime, and other measures to reduce peak traffic load in the area;
- f. Encouraging through persuasion and incentives large county employers to provide employee shuttle service;
- g. Experimenting with provision of public transportation by the private sector;
- h. Initiating or strengthening of public transportation incentives;
- i. Developing steps to more fully utilize commuter rail facilities;
- j. Increasing and rationalizing fees in parking lots, garages, and on-street meters;
- k. Experimenting with discounted parking fees for metro park-and-riders where metro parking is substantially underutilized;
- l. Increasing the use of automation on traffic signal segments;
- m. Establishing an improved system for expediting clearance of traffic accident scenes, stalled vehicles, and other obstruction to traffic flow;
- n. Initiating helicopter evacuation and traffic control service by the Montgomery County Department of Police; and
- o. Any other measure calculated to reduce traffic congestion;

(4) An assessment of the approximate effect, on level of service conditions, which could be expected within two (2) years, if those alleviations were begun as soon as possible;

(5) An assessment of the approximate cost range of each of these alleviation measures, for the fiscal year 1986-87, if they were applied as soon as possible to the recommended policy areas;

(6) A recommendation of which of these alleviation measures should be implemented during fiscal year 1986-87;

(7) Any other information which the planning board determines will assist the county council in adopting an effective interim growth policy.

(c) *Duties of the county executive.* The county executive must submit to the county council, with copies made available to the planning board, other agencies and the general public, any recommended revisions in the draft of the planning board, in the form of specific additions or deletions.

(d) *Duties of the county council.*

(1) The county council must:

a. Hold a public hearing on the draft interim growth policy and the executive's revisions;

b. Adopt an interim growth policy, to be effective until the first annual growth policy is adopted, which specifies a specific set of alleviation measures to be implemented during fiscal year 1986-87; and

c. When adopting this interim growth policy, approve, or approve with amendments, the recommendations of the county executive;

(2) The county council may adopt a subsequent resolution, after public hearing, to amend this interim growth policy.

(e) *Dates.* The dates by which the planning board, county executive, and county council must perform their duties under this section will be set by resolution. (1986 L.M.C., ch. 55, § 2.)

2. Adequate Public Facilities Ordinance

**(Chapter 50, Subdivision of Land,
Montgomery County Code)**

(k) Adequate public facilities. A preliminary plan of subdivision must not be approved unless the planning board determines that public facilities will be adequate to support and service the area of the proposed subdivision. Public facilities and services to be examined for adequacy will include roads and public transpor-

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tation facilities, sewerage and water service, schools, police stations, firehouses, and health clinics.

(1) Periodically the district council will establish by resolution, after public hearing, guidelines for the determination of the adequacy of public facilities and services. An annual growth policy approved by the county council may serve this purpose if it contains those guidelines. To provide the basis for the guidelines, the planning board and the county executive must provide information and recommendations to the council as follows:

a. The planning board must prepare an analysis of current growth and the amount of additional growth that can be accommodated by future public facilities and services. The planning board must also recommend any changes in preliminary plan approval criteria it finds appropriate in the light of its experience in administering these regulations.

b. The county executive must comment on the analyses and recommendations of the planning board and must recommend criteria for the determination of the adequacy of public facilities as the executive deems appropriate.

(2) The applicant for a preliminary plan of subdivision must, at the request of the planning board, submit sufficient information and data on the proposed subdivision to demonstrate the expected impact on and use of public facilities and services by possible uses of said subdivision.

(3) The planning board must submit the preliminary plan of subdivision to the county executive in addition to the agencies specified in section 50-35(a).

(4) The planning board must consider the recommendations of the county executive and other agencies in determining the adequacy of public facilities and services in accordance with the guidelines and limitations established by the county council in its annual growth policy or established by resolution of the district council after public hearing.

(5) Until such time as the annual growth policy or resolution of the district council provides guidelines and limitations for the determination of the adequacy of public facilities and services, public facilities may be determined to be adequate to service a tract of land or an affected area when the following conditions are found to exist:

a. The tract or area will be adequately served by roads and public transportation facilities. The area or tract to be subdivided shall be deemed adequately served by roads and public transportation facilities if, after taking into account traffic generated by all approved subdivisions and the subject subdivision, the following conditions will be satisfied:

(i) For the geographic area in which the proposed subdivision is located, an acceptable average peak-hour level of service will result from:

1. Existing publicly maintained all-weather roads;
2. Additional roads programmed in the current adopted capital improvements program of the county or the Maryland consolidated transportation program, for which one hundred (100) percent of the expenditures for construction are estimated to occur in the first four (4) years of the program; and
3. Available or programmed public bus, rail, or other public or private form of mass transportation.

(ii) For intersections or links significantly affected by traffic from the subject subdivision, an acceptable peak hour level of service will result from:

1. Existing publicly maintained all-weather roads;
2. Additional roads identified on the approved road program published by the county executive; and
3. Available or programmed public bus, rail, or other form of mass transportation.

(iii) For the purposes of subsection (ii) above, the county executive shall publish periodically an approved road program which shall list all roads programmed in the current adopted capital improvements program and the Maryland consolidated transportation program for which:

1. In the case of the capital improvements program, one hundred (100) percent of the funds have been appropriated for construction costs; and
2. The county executive has determined that construction will begin within two (2) years of the effective date of the approved road program.

(iv) For the purposes of subsections (i) and (iii) above, roads required under section 302 of the Charter to be authorized by law are not considered programmed until they are finally approved in accordance with section 20-1 of this Code.

(v) Any parcel zoned for light industrial use (I-1) which has been in reservation for public use pursuant to action of the Montgomery County Planning Board at any time since June 1, 1981, and which has not changed in size or shape since June 1, 1958, will not be subject to the above subsection (a) if a preliminary plan was submitted prior to June 1, 1981.

b. The tract or area has adequate sewerage and water service.

(i) For a subdivision dependent upon public sewerage and water systems:

1. Said area or tract to be subdivided shall be deemed to have adequate sewerage and water service if located within an area in which water and sewer service is presently available, under construction, or designated by the county council for extension of water and sewer service within the first two (2) years of a current approved ten-year water and sewerage plan.

2. If said area or tract to be subdivided is not situated within an area designated for service within the first two (2) years of a current approved ten-year water and sewerage plan, but is within the last eight (8) years of such plan, it shall be deemed to have adequate water and sewerage service if the applicant provides community sewerage and/or water systems as set forth in subtitle 5 of title 9 of article Health-Environmental of the Annotated Code of Maryland provided the installation of such facilities shall have been approved by the state department of health and mental hygiene, the Washington Suburban Sanitary Commission, the county health department, and the Montgomery County council.

(ii) For a subdivision dependent upon the use of septic systems: Said area or tract to be subdivided shall be deemed to have adequate sewerage service if development with the use of septic systems is in accordance with section 50-27, or regulations published by the Maryland State Department of Health and Mental Hygiene pursuant to article Health-Environmental, Annotated Code of Maryland, whichever imposes the greater or more stringent requirement.

(iii) In its determination of the adequacy of sewerage or water service, the planning board shall consider the recommendation of the Washington Suburban Sanitary Commission,

the capacity of trunk lines and sewerage treatment facilities and any other information presented.

c. The tract or area is so situated as not to involve danger or injury to health, safety or general welfare. Such danger or injury may be deemed not to exist:

(i) When physical facilities, such as police stations, firehouses and health clinics, in the service area for the preliminary subdivision plan are currently adequate or are scheduled in an adopted capital improvements program in accordance with the applicable area master plan or general plan to provide adequate and timely service to the subdivision; and

(ii) If adequate public utility services will be available to serve the proposed subdivision; and

(iii) When, in the case of schools, the capacity and service areas are found to be adequate according to a methodology set forth in a resolution adopted by the district council after public hearing; provided, however, that until such resolution by the district council takes effect, the planning board shall determine the adequacy of school facilities after considering the recommendations of the superintendent of schools.

d. Existing or proposed street access within the tract or area is adequate. Street access may be deemed adequate if the streets:

(i) Are adequate to serve or accommodate emergency vehicles,

(ii) Will permit the installation of public utilities and other public services,

(iii) Are not detrimental and would not result in the inability to develop adjacent lands in conformity with sound planning practices, and

(iv) Will not cause existing street patterns to be fragmented.

(6) *Exemptions.* Places of worship and residences for staff, parish halls, and additions to schools associated with places of worship, which are on an unrecorded parcel which has not changed in size or shape since June 1, 1958, are not subject to the provisions of section 50-35(k), "Adequate Public Facilities." (Mont. Co. Code 1965, § 104-24; Ord. No. 6-39; 1973 L.M.C., ch. 25, § 8; Ord. No. 7-41, §§ 1, 2; Ord. No. 8-46, § 1; Ord. No. 8-73, § 2; Ord. No.

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8-92, § 2; Ord. No. 10-12, § 2; Ord. No. 10-60, § 3; Ord. No. 10-71, § 1.)

Editor's note—In the Maryland-National Capital Park and Planning Commission v. Silkor Development Corp., 246 Md. 516, 229 A.2d 135 (1967), the court held that the 1963 amendments to the Maryland-Washington Regional District Act eliminated the right to require approval of a development plan within sixty (60) days of submission. The "default provisions" of the act only apply if the county adopts them.

The above section is cited in Washington Suburban Sanitary Commission v. TKU Associates, 281 Md. 1, 376 A.2d 505 (1971).

Supp. No. 3

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Appendix E:

**Quality
of
Life Wheel**

SUMMARY OF MONTGOMERY COUNTY'S GROWTH POLICIES - FRAMEWORK FOR POLICY

A. THE QUALITY OF LIFE WHEEL

Establishing a comprehensive growth policy involves balancing the needs of many different elements of society. To keep these diverse elements in perspective requires a mental framework, or model. The model used in this report establishes a growth policy hub at that center of a quality of life wheel. The concept of a hub within a wheel, whose spokes reach out into all the detailed facets of county life, seems appropriate to a policy exercise that seeks to achieve a dynamic balance among complex elements over time.

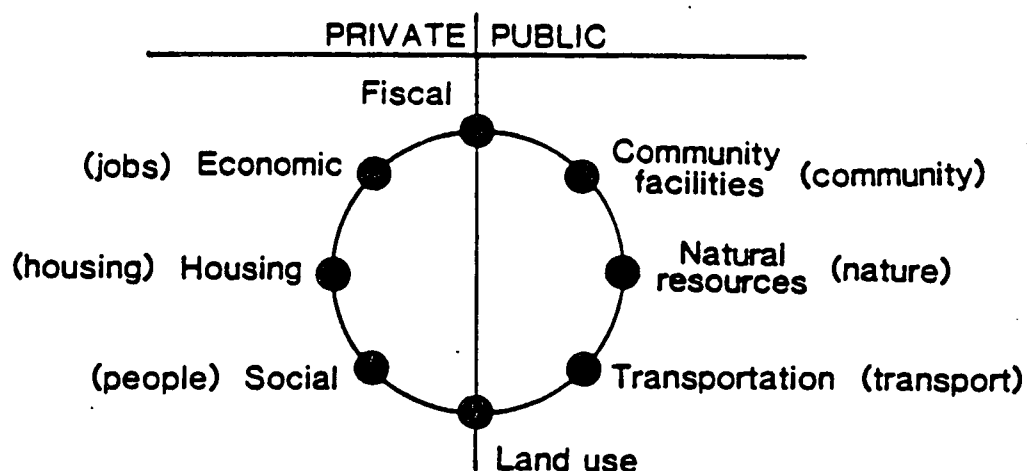
This reference framework divides the universe of possible governmental policy considerations into eight elements. They are:

1. Economic Policy
2. Housing Policy
3. Social Policy
4. Transportation Policy
5. Natural Resources Policy
6. Community Facilities Policy
7. Fiscal Policy
8. Land Use Policy

The two most important questions are: (1) how are these eight policy elements balanced with regard to each other?; and (2) in what direction is the whole quality of life wheel aligned? To align the larger QL wheel with the goals of the population is the task of growth policy. To keep balance among the spokes of the QL wheel that emanate from this hub is the task of growth management.

The GP hub must be viewed within the context of the powers available to government for dealing with growth. They are essentially only two: the police power and the purse power. The first permits government to place restrictions on the property rights of individuals within the private sector, and the second permits government to collect tax revenue for public facilities from individuals within the private sector. However, these powers are limited by the constitution of the United States. The constitutional dividing line between the private sector and the public sector sets up the basic field on which the growth policy exercise must be played. Figure 1 places the GP hub within this field.

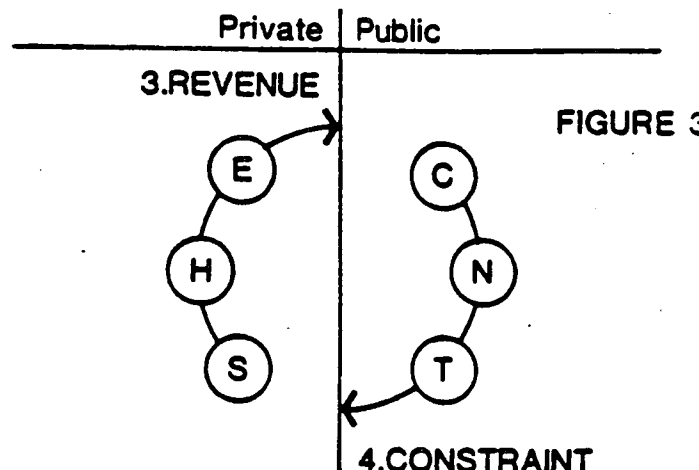
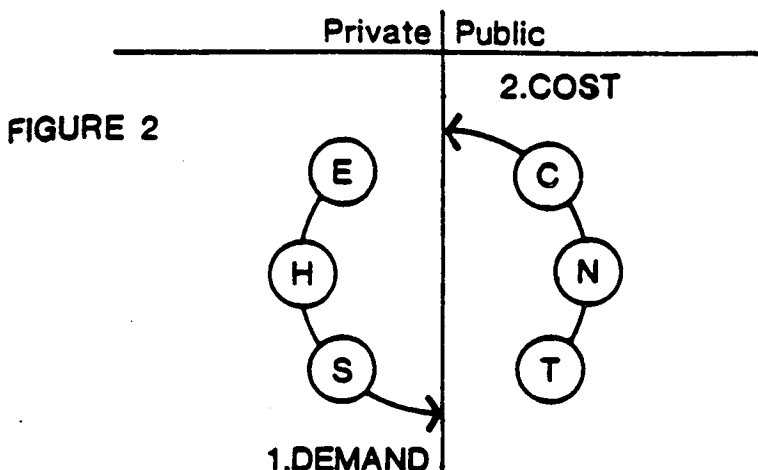
FIGURE 1



Policy elements one through six deal with the six major substantive aspects of suburban growth: jobs, housing, people, transport, nature, and community. In our society. Jobs, Housing, and People are considered to fall primarily in the realm of the private sector. That is to say, the initiative for change lies primarily with individuals, rather than with government. By contrast, Transport, Nature, and Community are elements which fall primarily in the public sector. This is to say, the initiative for change rests primarily with the government, rather than with private individuals.

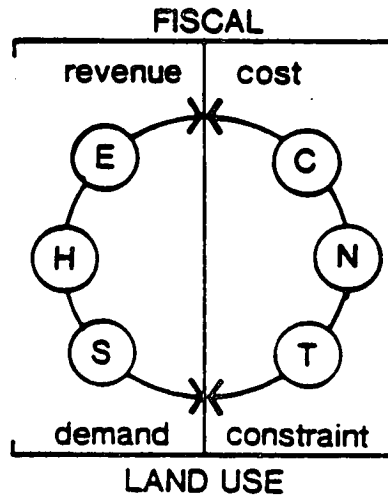
By Transport, we mean primarily the provision of public facilities which enable the movement of people and goods, such as roads, transit, para-transit, public parking, and related governmental activities. By Nature, we mean primarily the provision of public facilities which protect the public from the effects of pollution, such as water and sewer services, and which more generally, protect the "natural" environment from the detrimental effects of the "built" environment, through the preservation of open spaces, parkland, wetlands, trees, and other natural resources. By Community, we mean primarily the provision of public facilities which provide and enhance the collective safety and well-being of local communities. such as schools, police and fire-rescue stations, libraries, civic centers, playfields and active recreation centers, etc.

Figures 2 and 3 illustrate some of the forces at work among these six elements. Growth in the private sector tends to require the development of land, and tends to create a demand for additional public sector facilities. (Figure 2 - Vector #1.) Public sector growth, in turn, generates a cost that must be borne by the private sector. (Figure 2 - Vector #2.) Whatever cost is borne by the public sector must be matched in turn by revenue from the private sector, whether collected directly by local government, or provided by grants from state or federal governments. (Figure 3 - Vector #3.) An finally, excesses in the character and rate of private sector growth must be constrained to some degree, to achieve an orderly pattern and pace that avoids the nuisance, pollution and congestion effects of incompatible land uses and inadequate public facilities. (Figure 3 - Vector #4.)



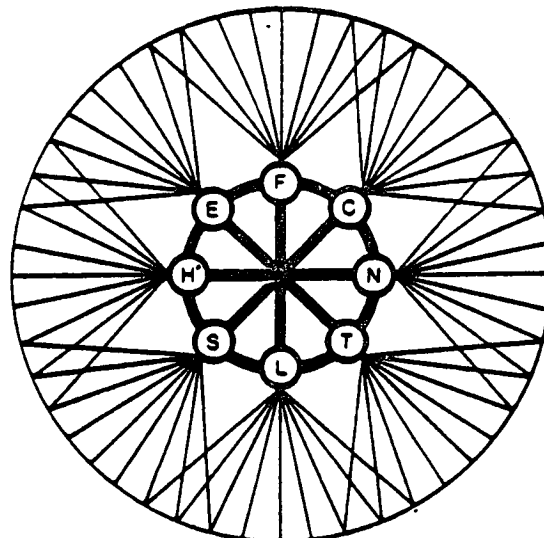
The combined pattern of these four directional forces reveals that local government needs to maintain a coordinated balance in two critical areas that cross the boundary line between the private and public sector. (Figure 4.) The first is the point at which the costs of public facilities must be balanced by the revenues needed to pay for them, through the use of the purse power. This is the area of Fiscal Policy. The second is the point at which the demands for land development must be balanced by the constraints needed to maintain pattern and pace, through the use of the police power. This is the area of Land Use Policy.

FIGURE 4



With the addition of those two critical balancing elements, the growth policy hub is complete. (Figure 5.) Balanced equilibrium between Fiscal Policy and Land Use Policy is the key to aligning the quality of life wheel with the goals of the population. But maintaining linked coordination among all eight of the hub elements is necessary to keep balance among the decision-tree spokes that emanate out into the quality of life wheel. Like the quality circles of business and industry, the quality of life wheel must blend and coordinate the perspectives of all its members in order to achieve an integrated product. Fortunately, the legal framework is now in place to permit this coordination to be improved upon.

FIGURE 5



QUALITY
OF
LIFE
WHEEL

In the Fiscal Policy area, the County Charter calls for the County Executive to produce annually a Capital Improvements Program and Operating Budget (cost) and a Fiscal Plan (revenue), both of which are adopted by the County Council. Similarly in the Land Use Policy area, the Regional District Act permits the Planning Board to prepare annual Growth Forecasts (demand), and a General Plan, with amendments such as the area master and sector plans and this Annual Growth Policy, (all adopted also by the County Council, after review by the Executive), to guide such land use regulations as the zoning and subdivision ordinances (constraint). In the area of the other six policy elements, the County Council also can provide guidance through the process of departmental and agency budget and program approval. With the passage of legislation establishing an Annual Growth Policy, the opportunity is available to increase the level of coordination among the many separate agencies of state and local government to a significant degree.

B. CURRENT GOALS AND POLICIES

Beyond the policy mechanisms by which growth may be managed lies the question of what goals should be served by the growth management exercise. It is this question that seems to underlie the frequently expressed opinion that government should articulate its "policy" towards growth. The ability to define common goals for a pluralistic and dynamic society is a difficult exercise. Goal statements that are excessively broad or vague run the risk of providing no helpful guidance. On the other hand, goal statements that are too narrow and rigid run the risk of becoming abstract battlegrounds for competing interest groups. Divisive political battles frequently can be avoided if the issues are faced, one by one, under concrete circumstances rather than as abstract principles.

In spite of the problem of finding the most perfect and succinct expression for them, there is in existence a set of policies for the eight basic elements of growth policy. They are not yet perfectly balanced. These policies have rarely been arrayed together all in one place, and rarely reconciled explicitly with each other.

This previous absence of a comprehensive and explicitly described set of policies is not an unusual state of affairs. In fact, it is the norm for most governments across the nation, including the state and federal governments. It should be recognized, therefore, that Montgomery County's efforts herein to coordinate all its activities, through an explicit annual growth policy, is a pioneering effort, one which can and should be improved upon as experience with its use accumulates. The following articulates a short summary of current policies for each of the six basic growth elements, as well as for the two major mechanisms for seeking balance among them, fiscal policy and land use policy.

1. Economic Policy

General County policy regarding economic development and employment is expressed in the General Plan revision of 1969 and includes:

- * Encourage the development of employment opportunities to provide for growth in economic opportunity, to expand our tax base, and to increase career opportunities within the County's borders.

- * Retain existing businesses in the community and minimize disruption that business relocation would cause to employees who are County residents.
- * Ensure that employment areas are provided with adequate access to a variety of modes of transportation.

An additional policy is to revitalize and encourage the development and redevelopment of our central business districts that offer retail, professional services, housing, and employment opportunities.

Current policy towards employment can be observed through the budget, program, publications, and activities of the Office of Economic Development (OED), and the Montgomery County Planning Board (MCPB) of the Maryland-National Capital Park and Planning Commission. OED is responsible for a variety of economic development promotional and support activities, in liaison with the various Chambers of Commerce and other business interests within the County. OED's goals, as expressed in the FY 89 budget, are:

- * Plan for the future economic viability of Montgomery County;
- * Generate private sector investment in Montgomery County;
- * Broaden the commercial/industrial tax base;
- * Foster a favorable business climate; and
- * Balance critical, competing interests, i.e., infrastructure and growth, commercial/industrial and residential development.

MCPB is responsible for initiating and updating land use plans which guide the provision of zoned land suitably located to accommodate the foreseeable employment needs of the County, and for providing market forecasts of jobs and related economic considerations. In general, OED, with the assistance of an Economic Advisory Council of prominent local business executives, promotes the growth of employment opportunities in the County through attracting and retaining prominent private corporations and major federal and state agencies, as well as assisting existing and/or small or minority businesses to grow and expand within the County. Special attention is given to high-tech business in all its manifestations, since it already comprises a large segment of the existing industrial base. Also, the County, as well as the Washington area generally, is well known for the high quality and large size of its well educated and technically qualified labor force.

Bio-technology, in particular, is being focused on, because of the large and unusual conglomeration of existing biological and medical institutions already located here, which includes such outstanding organizations as the National Institutes of Health. The County recently was successful in reaching out to attract, to its County-owned Life Sciences Center, a satellite high-tech educational facility from both the University of Maryland and the Johns Hopkins University. Those efforts, which have been going on for a number of years, have been quite successful, as reflected in the very large increases in employment growth that have been experienced over the past several years.

2. Housing Policy

General County policy on housing is expressed in the 1970 General Plan update as:

- * Provide land for, and encourage development of, a variety of residential types and densities which can accommodate households with different needs and incomes.
- * Protect existing housing and provide for the development of new housing within reasonable distance of workplaces, recreation, shopping, community facilities, and mass transportation.
- * Encourage the location of housing of various densities, types, and costs in proximity to most places of employment.
- * Achieve a balanced relationship between residential growth and employment opportunities within the County's border.

Current policy towards housing can be observed through the budget, program, publications and activities of the Department of Housing and Community Development (DHCD), the Housing Opportunities Commission (HOC), and the Montgomery County Planning Board (MCPB). DHCD is responsible for a wide variety of oversight and support programs related to the general subject of housing and community development. HOC generally constructs and manages various housing projects and programs which provide housing opportunities for eligible constituents at below market rents and prices. The two agencies' goals are expressed in the FY 89 budget as:

- * Provide housing for low and moderate income families;
- * Promote the availability of affordable housing to persons of all income levels;
- * Systematically address problems which contribute to the physical decline of residential and commercial areas;
- * Ensure that dwelling units are maintained in a safe and sanitary manner; and
- * Prevent discrimination in housing.

MCPB is responsible for initiating and updating land use plans which guide the provision of zoned land suitably located to accommodate the foreseeable housing needs of the County, and for providing market forecasts of housing development and related activities.

County agencies provide subsidized housing programs to supplement what the private market cannot supply, intended to provide for those elements of the low- and moderate-income spectrum of the population which would otherwise be unable to afford adequate housing within the County. Primarily, however, it is the private market which provides housing choices for the vast majority of the County's population.

In the past, most of the funding for the low- and moderate-income housing programs has come from the federal government, either directly through grants or indirectly through other economic incentive programs. In recent years, this federal aid has declined. The comparison of demand to supply is outlined in the Annual Housing Report, prepared by DHCD. In general, the potential demand for

programs to reduce the cost of housing, so that it is affordable by a larger section of the population, far exceeds the money made available for them. Thus, the activities of DHCD and HOC currently add relatively small amounts of housing to the supply generated by the private market.

Another major program, specifically aimed at the middle income bracket, is established under the Moderate Priced Dwelling Unit Ordinance (MPDU). An adjunct to the Zoning Ordinance, this regulation requires all new housing projects, with 50 or more units, to sell or rent a minimum of 12-1/2 percent of its total units at prices which qualify as "moderate", under a price formula which is updated annually. This program is administered jointly by the Planning Board, which establishes the location of the units through its subdivision approval process; and by DHCD, which oversees the private formula and maintains lists of eligible buyers or renters; and by HOC, which has a legal right to first option on a proportion of the MPDU units under certain circumstances.

The MPDU ordinance has avoided court challenges of unconstitutionality by providing a bonus density of 20 percent over the "base" zoning density, a provision which in effect, compensates the developer for the economic loss incurred by the need to sell or rent the 12-1/2 percent of the units at below market prices. The physical side-effect of this bonus density is a slight increase in the resultant overall housing density in comparison to the density set forth in the adopted zoning map.

3. Social Policy

Social policy is a very broad category which could include a wide diversity of governmental activities, ranging from educational, cultural, and recreational through police, fire, and rescue protection to the many health and welfare programs which serve the needs of specifically disadvantaged groups and individuals. For the purposes of this growth policy framework model, those which have a significant physical expression in the form of buildings or land uses are those whose land use and spatial presence is of consequence to the major growth patterns of the County.

Under this conceptual allocation, the educational, cultural, recreational, police, fire, and rescue activities are all classified as "community facilities," since they require separate buildings and properties in order to function. They are explained under the Community Facilities Policy section outlined further below, which together with the Transportation Policy and Natural Resources Policy sections, comprise the three physical growth elements of the public facility infrastructure. Social policy as defined herein, therefore, deals primarily with what may be broadly categorized as health and welfare activities.

Current policy towards these activities is best observed through the budgets, programs, publications, and activities of such agencies as the Department of Health, Department of Alcohol, Drug Abuse, and Mental Health, Department of Social Services, Department of Family Relations, Office of Human Relations, and other agencies and organizations such as the Community Action Board, the Commission on Children and Youth, the Commission on Handicapped Individuals, the Mental Health Advisory Committee, the Drug Abuse Advisory Council, the Alcoholism Advisory Council, the Advisory Board on Victims and their Families, and similar organizations.

Adopted plans relating to such activities include: the State Health Plan, the Health Systems and Annual Implementation Plan, the Annual Area Plan on Aging, the Action Plan for the Mentally Retarded/Developmentally disabled, the Action Plan for the Chronically Mentally Ill, etc. The Montgomery County Planning Board is partially involved in such issues to the extent that their programs have implications for land use planning, such as is the case with certain day care programs for the elderly and children, the re-use of former school buildings for social service activities, etc. Current policy towards this broad array of activities may be summed up as a search for excellence in the provision of necessary governmental resources to enable the private citizens of the County to lead healthy lives within a caring community.

4. Transportation Policy

General County transportation policies are:

- * Provide convenient, accessible, and reasonably-priced mass transit opportunities so that residents have alternative ways to travel to work, school, recreation, and social events.
- * Provide an efficient system of transportation including rapid transit.
- * Provide a balanced circulation system which most efficiently serves the economic, social, and environmental structure of the area.
- * Use transportation routes and facilities to accommodate travel demand and to facilitate the orderly growth of urban areas within the context of the General Plan.
- * Provide for a more coordinated rail-bus transit system that is capable of shaping desirable growth patterns, serving the present population and employment centers, and providing for convenient ease of transfer between transit and other modes.
- * Improve transportation efficiency so as to minimize costs to users and to reduce transportation as a cost element in the production of goods and services.
- * Provide safe transportation systems.
- * Recognize the need for non-motorized transportation forms to support health and recreation objectives and to provide visual contrast to vehicular movement.

Current policy towards transportation can be observed through the budget, program, publication and activities of the Department of Transportation (MCDOT), the State Department of Transportation (MdDOT), and certain relevant activities of the federal Department of Transportation (USDOT), the Washington Metropolitan Area Transit Authority (WMATA), and the Montgomery County Planning Board (MCPB).

In general, MCDOT is responsible for the programming, construction, operation, and maintenance of the County's street and highway system, the central business district parking lots and garages, the County-owned bus system, the operation of traffic signal and signage systems, and various activities that

provide or encourage alternative forms of travel, such as ridesharing, vanpooling, etc. MCDOT's goals, as expressed in the FY 89 budget, are:

- * Implement a traffic management plan that provides for safe and expeditious movement of people and goods;
- * Maintain facilities in the public rights-of-way in a safe attractive manner;
- * Develop and implement the approved roads program;
- * Develop and implement alternative transportation strategies (car pool, van pool, shuttle service, staggered work hours, pricing policies, parking policies, etc.) to increase capacity and use of existing systems; and
- * Plan and develop a balanced and cost effective transportation system that satisfies the current and future needs of Montgomery County.

WMATA is responsible for the programming, construction, operation and maintenance of the regional transit system, both rapid rail and bus, and certain ancillary activities such as the management of real estate and air rights development on property owned by WMATA. MdDOT is responsible for functions similar to those of MCDOT, except that its responsibilities are limited to state owned highway and rights-of-way. MCPB is responsible for the preparation and updating of the Master Plans of Highways and Trails and Bikeways, and/or the transportation planning component of the General Plan, Area and Sector Master Plans, and related research and planning activities, including the maintenance and use of a computer model for simulating future traffic conditions and relating growth ceilings to road construction programs. USDOT becomes involved in County transportation matters from time to time when federal funding or legal requirements dictate the need for federal approval of state or County projects.

In general, it can be said that, for the past few years, great efforts have been made by the Montgomery County agencies to identify appropriate new road and transit projects, and to fund them to the maximum extent, and to build them as quickly as possible.

In addition to roads and transit, the County efforts include a variety of activities designed to induce shifts in the behavior of commuters, so as to reduce the number of vehicles on the roadways during peak hour periods. These efforts are collectively known as Traffic Alleviation Measures (TAMs). In the summer of 1986, the County Council adopted a series of such measures, and approved funding for initial efforts, under the heading of the Short Term Traffic Alleviation Measures (formerly known as the Interim Growth Policy).

5. Natural Resources Policy

General County policies are:

- * Provide an aesthetic and healthful environment for present and future generations.
- * Provide and protect the County's open space and parklands.

- * Ensure that agriculture in the County becomes or continues as a viable land use.
- * Protect the natural environment from the consequences of growth by regulating activities which might damage soils, streams, water supply, air quality, plants, and wildlife, and by preserving agricultural and open space.
- * Further energy efficiency and promote cost-effective energy use throughout all segments of the community while maintaining efforts to meet environmental goals and guidelines .

Current policy towards natural resources can be observed through the budget, program, publications and activities of the Department of Environmental Protection (DEP), the Washington Suburban Sanitary Commission (WSSC), and the Montgomery County Planning Board (MCPB). Related activities by the State Department of Natural Resources and the federal Department of Environmental Protection are also relevant.

In general, DEP is responsible for the enforcement of regulations regarding public health, well water, septic tanks, solid waste, stormwater management, air quality, and related activities of the private sector which produce pollutant or toxic materials. WSSC is responsible for the construction and maintenance of the County's public water and sewerage facilities, which are guided broadly by a Ten Year Water and Sewerage Supply Plan. This plan is mandated by the State, prepared by DEP, reviewed by WSSC and M-NCPPC, and adopted by both the County Council and the State Department of Health. MCPB is responsible for the acquisition, development and maintenance of the County park system, which includes both natural stream valley parks and local and regional recreational activity parks, and for the overlay of the built environment on the natural environment, through the vehicle of recommended stream valley conservation plans, land use plans, and zoning maps, and the administration of subdivision and site plan approvals.

In general, it can be said that the County currently enjoys very high quality natural resources. Approximately one-third of the County is preserved for farming and open space, through the Agricultural Zone and the Transferable Development Rights program. The stream valley and recreational park system has been recognized nationally with various awards for excellence. The sediment control programs and flood control and stormwater management programs have been continuously improving, and are recognized as being in advance of much of the rest of the state and the nation. Considerable progress is being made towards coping with the ongoing problems of solid waste removal and sewage sludge disposal. Current policy is to continue to strive for excellence in the general field of natural resource protection and enhancement.

At present, there are no near term constraints on growth with respect to water and sewerage capacity. The recently approved expansion of the regional sewage treatment plant at Blue Plains is expected to provide growth capacity for the next decade and beyond. The County has land-banked a reserve sewage treatment plant site in Potomac, as well as several smaller sites in other locations. Water supply from the Potomac and Patuxent rivers must be managed carefully during seasons of drought, but the supply is keeping pace with the demand. The extension of water and sewer service lines continues to be responsive to growth pressures, as controlled by the County Council through its annual adoption of the water and sewer category changes of the Ten Year Water and Sewerage Plan.

6. Community Facilities Policy

General County policies regarding community facilities are:

- * Coordinate the timing of private development with the provision of adequate public facilities including transportation, schools, sewerage and water service, fire and police protection, and health clinics.
- * Make public investments in community facilities in the most efficient manner to insure compact, orderly urban development maximum service.
- * Protect the County's investment in public facilities by funding public services that efficiently use building capacities and by providing adequate funds for ongoing renovation and maintenance.
- * Provide recreational, human service, and cultural facilities that are conveniently located and responsive to the diverse needs and preferences of County residents.
- * Provide equal opportunity for quality public education in all parts of the County, and increase higher educational opportunities, especially through programs that respond to the needs of our growing population of scientific and technical employers.

This policy element has been defined as including the educational, cultural, recreational, police, fire and rescue activities of government, since all of these tend to function from separate buildings and properties which are located in relatively close proximity to the local communities which they serve. From a spatial or geographical perspective, they find physical expression in the form of a series of "points" scattered somewhat evenly over the developed residential landscape.

Current policy towards these functions can be observed through the budgets, programs, publications and activities of the relevant agencies and departments, including the Montgomery County Public School System (MCPS), Montgomery College (MC), the Public Library Department, the Department of Recreation, the Police Department, the Fire Department, and the Montgomery County Planning Board (MCPB). Each of these functional agencies is responsible for the construction, operation and maintenance of its ongoing service programs, which in several instances involve very large numbers of people and multiple activities. MCPB's role involves the acquisition and maintenance of recreational ballfields and other sports facilities, and the initiating and updating of land use plans that allocate sites for community facilities in appropriate spatial relationships to their surroundings.

By far the most dominant of these community facilities, from a growth policy perspective, is the Montgomery County Public School System. Governed by an independently elected Board of Education, its expenditures comprise almost half of the total annual operating budget for the County, and its educational policies are of vital concern to a large number of residents, many of whom belong to Parent-Teacher Associations which participate actively in the public discussion of educational programming activities.

MCPS enjoys a reputation as one of the best public school systems in the nation, and continues to strive for educational excellence to the extent that

fiscal and management resources can provide. The establishment by the Board of Education of a minimum average pupil-teacher ratio for classrooms, and such other educational criteria as vertical grade level articulation and school clustering, and horizontal busing distances and attendance boundaries, all have effects on the holding capacity of the physical plant of the school system. Consequently, all these educational criteria have significant implications for both fiscal policy and land use policy.

The school system, like the park system, is one of the most highly regarded of Montgomery County's assets, and as such is a contributor to the maintenance of a widespread image of the County as a desirable place to live. Such images help in attracting incoming migrants from other areas, and therefore tend to support other market trends favoring continued housing growth in the County.

The Board of Education's current policy is to accommodate future growth through the construction of new schools and the upgrading of existing ones, while maintaining a relatively high level of stable educational performance criteria. With the previous surplus of down-County schools having been shrunk through a large number of school closing in the late 1970's and early 1980's, and with current forecasts showing a significant baby "boomlet" underway in the County, all indicators suggest that expanding school costs will need to be assessed carefully over the next several years, as an important element of overall growth policy.

The three other community facilities, in addition to schools, which are included in the Adequate Public Facilities Ordinance, are police and fire/rescue stations and health clinics. Current policy is to maintain these activities at a high level of competence and responsiveness, which, if maintained will allow these functions to expand into new locations as necessary to keep pace with growth. In general, the finding of sites for these facilities is not excessively difficult, so long as funding remains available, and they, therefore, tend to not constitute major constraints on growth.

Libraries, recreation centers, and local community parklands, while not covered under the APFO, are nevertheless considered to be significant amenity features that contribute to the sense of local community identity. To the extent that the current high pace of housing and employment growth squeeze fiscal resources, some careful balancing of investment priorities will be needed in future years.

7. Fiscal Policy

General fiscal policy for the County is to:

- * Balance the County's major requirements for community facilities to meet the obligations of growth with rigorous fiscal planning, so that the cost of government programs and services does not rise beyond publicly supportable levels.
- * Schedule the programming and construction of public facilities through the Capital Improvements Program in such a way that the government fulfills its obligation to support orderly private development.

- * Draw on multiple means for financing the public facilities and services needed to support growth, including tax revenues, federal funding, and user fees.
- * Plan for debt financing of public facilities that is responsible and readily supportable under reasonable projection of revenue growth in the County.

Current fiscal policy can be observed through the actions of the County Council in adopting the FY 89-94 CIP and the FY 89-94 Operating Budget, as well as in the Fiscal Policy section of the County Executive's recommended budget.

In simplified summary, the Fiscal Policy section of the budget contains the following policy objectives:

1. To balance the budget annually, including some amount of budgeted surplus each year.
2. To take no fiscal action that would be detrimental to the high credit ratings which the County now enjoys in national bond markets.
3. To increase the use of current revenues to finance capital projects, if necessary to avoid excessive bond ratios.
4. To use revenue bonds to finance capital for self-sustaining governmental operations.
5. To charge user fees for public services where feasible.
6. To fund in a fully appropriate way all the facilities, programs, and services which the County has made a commitment to provide.
7. To control costs through prudent management.
8. To decrease dependence on the property tax, by implementing minor taxes and other revenue sources and reducing tax rates.
9. To keep the increase in the average tax bill below the rate of inflation.
10. To build the assessable tax base through balanced growth in private sector employment and housing development.

8. Land Use Policy

General County land use policy is:

- * Use land efficiently to prevent land waste and to decrease the cost of providing public facilities and services.
- * Achieve a balance among the various land uses insofar as the proper amount, types, and distribution of each results in an environment and diversity of life styles that fulfills the requirements of the County residents.

- * Direct land use in such a way that private property rights and the public interest are both protected.

Current land use policy can be observed through the actions of the County Council in adopting land use plans, zoning map and text amendments, subdivision and other development regulations amendments, and related planning and coordinating activities such as this Annual Growth Policy, as well as the budget, program, publications, and activities of the Montgomery County Planning Board, the Board of Appeals, and various departments under the County Executive, such as the Office of Economic Development, the Department of Housing and Community Development, the Department of Transportation and the Department of Environmental Protection.

The same basic land use plan has been in effect in Montgomery County since 1964, a record probably unequaled by any other local jurisdiction in the nation. Called *On Wedges and Corridors, A General Plan*, it was first adopted by the Montgomery County Planning Board in 1964. In 1970, it was updated and adopted in revised form by the Montgomery County Council. Since that time it has been amended numerous times by the County, through the adoption of various local area Master and Sector Plans, and functional plans such as the Master Plan of Highways, the Regional Rapid Rail Transit System plan, the Ten-Year Water Supply and Sewerage System and Solid Waste Plans, the Agricultural Preservation Plan, the Park, Recreation and Open Space Plan, and various Watershed Preservation Plans, etc.

Although some of its detailed provisions have changed as a consequence of these amendments, the basic concept of the original plan has been adhered to very well. This concept called for an urban ring surrounding the boundary of the District of Columbia, and an urban corridor extending north from Rockville up the I-270 transportation corridor. On either side of this urban corridor, development density was shown tapering off into "wedges" of agricultural, open space, and low density residential uses, which abut the Patuxent and Potomac Rivers along the north-east and south-west boundaries of the County.

Appendix F:

**Growth
Policy
Scenarios**

(Prepared by the Planning Board)

FY 90 GROWTH CEILING RECOMMENDATIONS

A. TRANSPORTATION STAGING CEILINGS

The Planning Board's FY 90 anticipated ceilings are slightly greater than those which were adopted by the Council in FY 89. This results in the opening of two policy areas to new subdivision approvals. These areas currently are closed under the FY 89 ceilings. The high scenario transportation staging ceilings would reduce further the number of policy areas under subdivision moratorium. The following table shows the absolute transportation ceilings for jobs and housing.

The County-wide increase in ceilings for jobs and housing between the FY 89 ceiling and the FY 90 anticipated ceiling would be even greater if Aspen Hill had not been separated from the Kensington/Wheaton policy area. In establishing Aspen Hill as its own policy area, the Planning Board recommends that the average level of service standard be changed. This decreases the absolute ceiling for both the FY 90 jobs and housing. The maps on the next several pages display policy areas where the remaining capacity for jobs and housing are zero or a negative number. The tables on the next two pages show the staging ceilings for the anticipated FY 90 AGP and the high ceiling scenario.

County-Wide Absolute Transportation Staging Ceilings (Rounded)

<u>Ceiling</u>	<u>Housing</u>	<u>Jobs</u>
FY 89 Adopted Ceiling	296,500	492,250
FY 90 Anticipated Ceiling	299,000	493,750
High Ceiling Scenario	315,000	505,750

1. FY 89 Ceiling

The County Council's adopted FY 89 transportation ceilings, as of September 29, 1988, result in a deficit remaining capacity in five policy areas for housing and four policy areas for jobs. Under the approved FY 89 transportation ceilings, the Planning Board cannot approve new preliminary plans without developer participation in the following policy areas.

Policy Areas in which the Remaining Capacity Is Negative under the FY 89 Ceilings (Pipeline as of September 29, 1988)

No Approvals for Housing

Cloverly
Damascus
Fairland/White Oak
Germantown East
North Bethesda

No Approvals for Jobs

Fairland/White Oak
Gaithersburg East
North Bethesda
Olney

POLICY AREA (#6)	A		B		C		D		E	
	Pipeline of Approved Subdivisions as of 9/29/88 (Base=1988) (#1)		Ceiling Adopted for Use in FY 89 (Based on FY 89 AGP) (Base=1988) (#2)		Remaining Capacity Under FY 89 AGP as of 9/29/88 (Base=1988) (B-A) (#3)		Recommended FY 90 AGP Ceiling Based on 5th Year of FY 89-94 CIP (D-A) (#4)		Recommended FY 90 AGP Remaining Capacity Based on 5th Year of FY 89-94 CIP as of 9/29/88 (D-A) (#5)	
	JOBS	HOUSING	JOBS	HOUSING	JOBS	HOUSING*	JOBS	HOUSING	JOBS	HOUSING*
Bethesda CBD	8,036	1,067	8,211	1,865	175	798 *	8,211	1,865	175	798 *
Bethesda/Chevy Chase	761	1,609	11,086	4,079	10,325	2,470 *	11,086	4,079	10,325	2,470 *
Cloverly	13	605	320	(565)	307	(1,170)*	320	435	307	(170)*
Damascus	439	372	758	(294)	319	(666)*	758	(294)	319	(666)*
Fairland/White Oak	6,663	2,768	(2,354)	(1,051)	(9,017)	(3,819)*	146	1,449	(6,517)	(1,319)*
Gaithersburg East	14,095	5,481	8,612	7,367	(5,483)	1,886 *	8,612	7,367	(5,483)	1,886 *
Gaithersburg West	20,926	4,580	25,137	5,879	4,211	1,299 *	25,137	5,879	4,211	1,299 *
Germantown East	2,218	1,856	5,267	1,768	3,049	(88)*	5,267	2,268	3,049	412 *
Germantown West	6,661	3,891	8,786	4,134	2,125	243 *	8,786	4,134	2,125	243 *
Aspen Hill (#7)	228	3,037				*	500	(1,100)	272	(4,137)*
Kensington/Wheaton (#7)	954	735				*	7,000	3,200	6,046	2,465 *
Kensington/Wheaton/Aspen Hill	1,182	3,772	7,434	6,374	6,252	2,602 *	7,500		6,318	*
North Bethesda	6,036	1,690	5,605	1,421	(431)	(269)*	5,605	1,421	(431)	(269)*
Olney	925	2,762	867	2,899	(58)	137 *	1,367	3,399	442	637 *
Potomac (#8)	351	1,963	3,118	3,973	2,767	2,010 *	3,118	3,973	2,767	2,010 *
Rockville	15,503	402	16,854	1,869	1,351	1,467 *	16,854	1,869	1,351	1,467 *
Silver Spring CBD	11,778	384	12,466	3,382	688	2,998 *	12,466	3,382	688	2,998 *
Silver Spring/Takoma Park	846	155	1,033	725	187	570 *	1,033	725	187	570 *
TOTAL CAPACITY FOR NEW SUBDIVISIONS	96,433	33,357	115,554	45,735	31,756	16,480 *	116,266	45,445	32,264	17,255 *

¹ Total number of jobs or housing units in subdivisions approved up to September 29, 1988. This total includes buildings which were completed between January 1, 1988 and December 31, 1988.

² The ceilings indicate the amount of jobs and housing units by which the road capacity in the approved FY 89-94 CIP or FY 88-93 CTP exceed the estimated level of development as of January 1, 1988. Negative numbers, shown in parentheses, indicate the amount by which the estimated level of development exceeds the anticipated FY 89 ceiling.

³ Capacity remaining after the pipeline is subtracted from the staging ceilings approved in the FY 89 AGP and shown in the previous column.

⁴ The ceilings indicate the amount of jobs or housing units by which the road capacity in the anticipated FY 90-95 CIP or FY 89-94 CTP exceed the estimated level of development as of January 1, 1988. Negative numbers, shown in parentheses, indicate the amount by which the estimated level of development exceeds the anticipated FY 90 ceiling.

⁵ Capacity remaining after the pipeline is subtracted from the ceilings desired from road capacity derived in the anticipated FY 90-95 CIP or the FY 89-94 CTP shown in the previous column.

⁶ Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.

⁷ Staging Ceilings were not adopted for Aspen Hill and Kensington/Wheaton as separate policy areas in the FY 89 AGP.

⁸ Staging Ceilings are not used for this policy area.

FY 90 High Alternative (5th Year of FY 89-94 CIP)

POLICY AREA (#6)	A		B		C		D		E	
	Pipeline of Approved Subdivisions as of 9/29/88 (Base=1988) (#1)		Ceiling Adopted for Use in FY 89 (Based on FY 89 AGP) (Base=1988) (#2)		Remaining Capacity Under FY 89 AGP as of 9/29/88 (Base=1988) (B-A) (#3)		Recommended FY 90 AGP Ceiling Based on 5th Year of FY 89-94 CIP (#4)		Recommended FY 90 AGP Remaining Capacity Based on 5th Year of FY 89-94 CIP (D-A) (#5)	
	JOBS	HOUSING	JOBS	HOUSING	JOBS	HOUSING*	JOBS	HOUSING	JOBS	HOUSING*
Bethesda CBD	8,036	1,067	8,211	1,865	175	798 *	8,211	1,865	175	798 *
Bethesda/Chevy Chase	761	1,609	11,086	4,079	10,325	2,470 *	11,086	4,079	10,325	2,470 *
Cloverly	13	605	320	(565)	307	(1,170)*	320	435	307	(170)*
Damascus	439	372	758	(294)	319	(666)*	758	(294)	319	(666)*
Fairland/White Oak	6,663	2,768	(2,354)	(1,051)	(9,017)	(3,819)*	146	1,449	(6,517)	(1,319)*
Gaithersburg East	14,095	5,481	8,612	7,367	(5,483)	1,886 *	14,612	12,367	517	6,886 *
Gaithersburg West	20,926	4,580	25,137	5,879	4,211	1,299 *	29,137	12,879	8,211	8,299 *
Germantown East	2,218	1,856	5,267	1,768	3,049	(88)*	5,267	2,268	3,049	412 *
Germantown West	6,661	3,891	8,786	4,134	2,125	243 *	9,286	5,634	2,625	1,743 *
Aspen Hill (#7)	228	3,037				*	500	(1,100)	272	(4,137)*
Kensington/Wheaton (#7)	954	735				*	8,000	3,200	7,046	2,465 *
Kensington/Wheaton/Aspen Hill	1,182	3,772	7,434	6,374	6,252	2,602 *	8,500		7,318	*
North Bethesda	6,036	1,690	5,605	1,421	(431)	(269)*	6,105	2,921	69	1,231 *
Olney	925	2,762	867	2,899	(58)	137 *	2,367	4,399	1,442	1,637 *
Potomac (#8)	351	1,963	3,118	3,973	2,767	2,010 *	3,118	3,973	2,767	2,010 *
Rockville	15,503	402	16,854	1,869	1,351	1,467 *	16,854	1,869	1,351	1,467 *
Silver Spring CBD	11,778	384	12,466	3,382	688	2,998 *	12,466	3,382	688	2,998 *
Silver Spring/Takoma Park	846	155	1,033	725	187	570 *	1,033	725	187	570 *
TOTAL CAPACITY FOR NEW SUBDIVISIONS	96,433	33,357	115,554	45,735	31,756	16,480 *	129,266	61,445	39,350	32,986 *

¹ Total number of jobs or housing units in subdivisions approved up to September 29, 1988. This total includes buildings which were completed between January 1, 1988 and December 31, 1988.

² The ceilings indicate the amount of jobs and housing units by which the road capacity in the approved FY 89-94 CIP or FY 88-93 CTP exceed the estimated level of development as of January 1, 1988. Negative numbers, shown in parentheses, indicate the amount by which the estimated level of development exceeds the anticipated FY 89 ceiling.

³ Capacity remaining after the pipeline is subtracted from the staging ceilings approved in the FY 89 AGP and shown in the previous column.

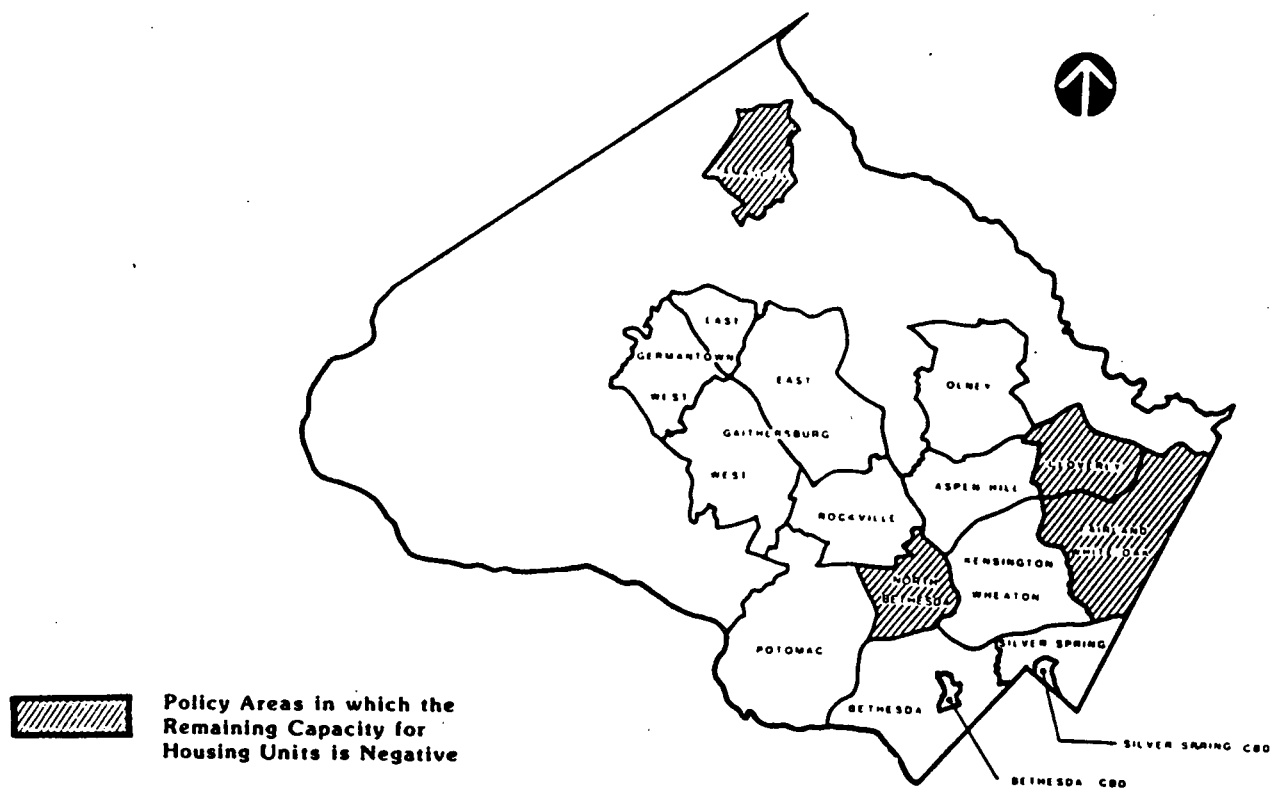
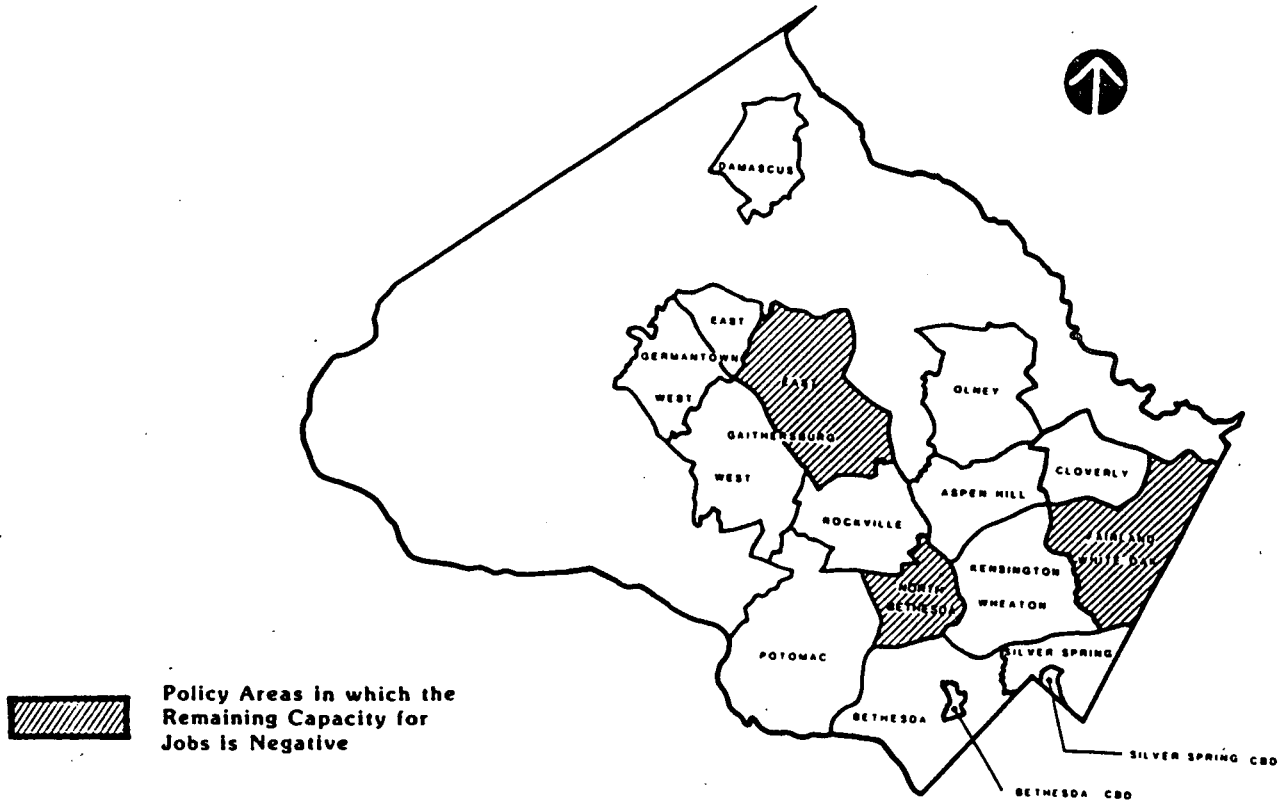
⁴ The ceilings indicate the amount of jobs or housing units by which the road capacity in the FY 89-94 or FY 88-93 CTP exceed the estimated level of development as of January 1, 1988. Negative numbers, shown in parentheses, indicate the amount by which the estimated level of development exceeds the high alternative FY 90 ceiling.

⁵ Capacity remaining after the pipeline is subtracted from the ceilings derived from road capacity in the high alternative FY 89-94 CIP or the FY 88-93 CTP shown in the previous column.

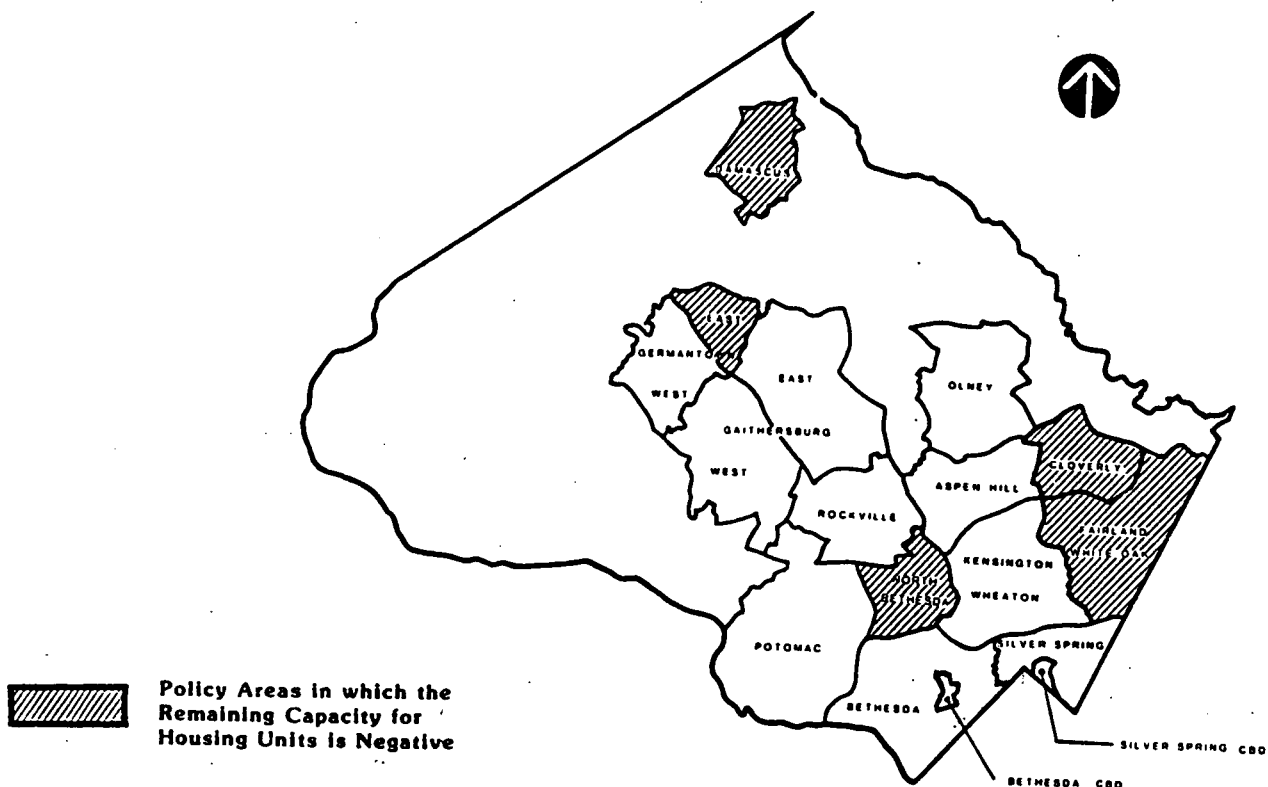
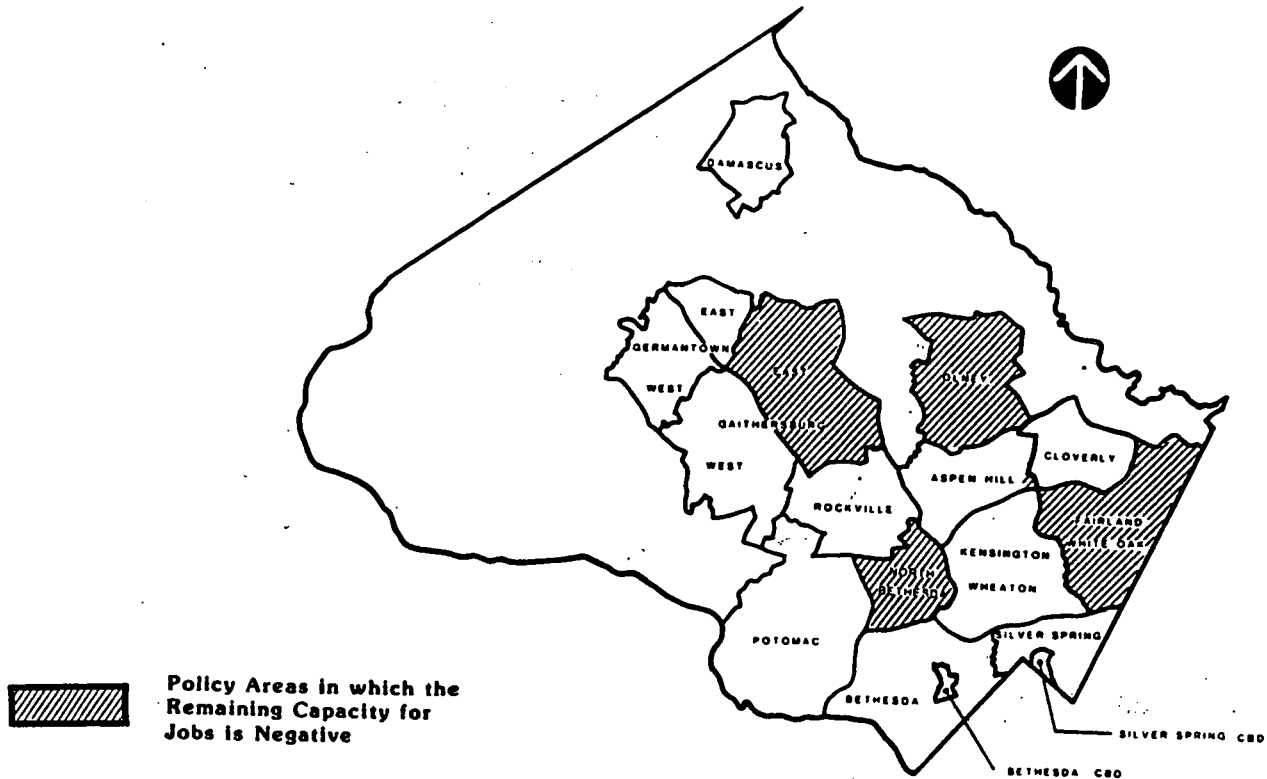
⁶ Group I Policy Areas are not assigned staging ceilings. In these areas, subdivision applications are subject to Transportation Local Area Review, as well as to relevant zoning and water and sewer constraints.

⁷ Staging Ceilings were not adopted for Aspen Hill and Kensington/Wheaton as separate policy areas in the FY 89 AGP.

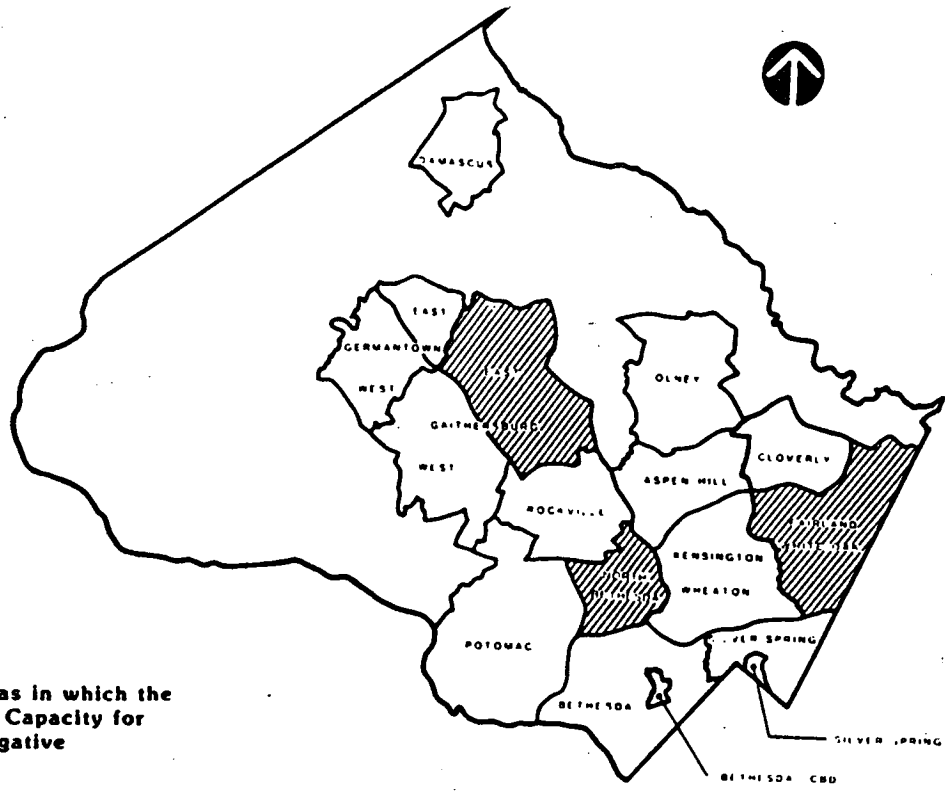
⁸ Staging Ceilings are not used for this policy area.



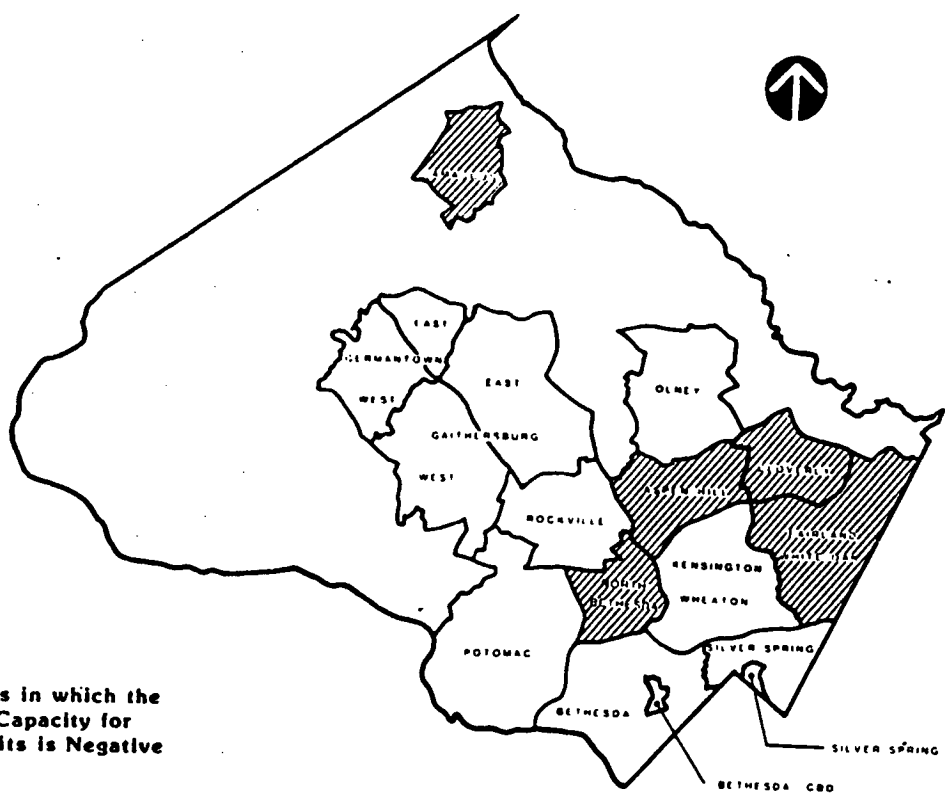
FY89 AGP Adopted (As of 7/1/88)



FY89 AGP Adopted (9/29/88)

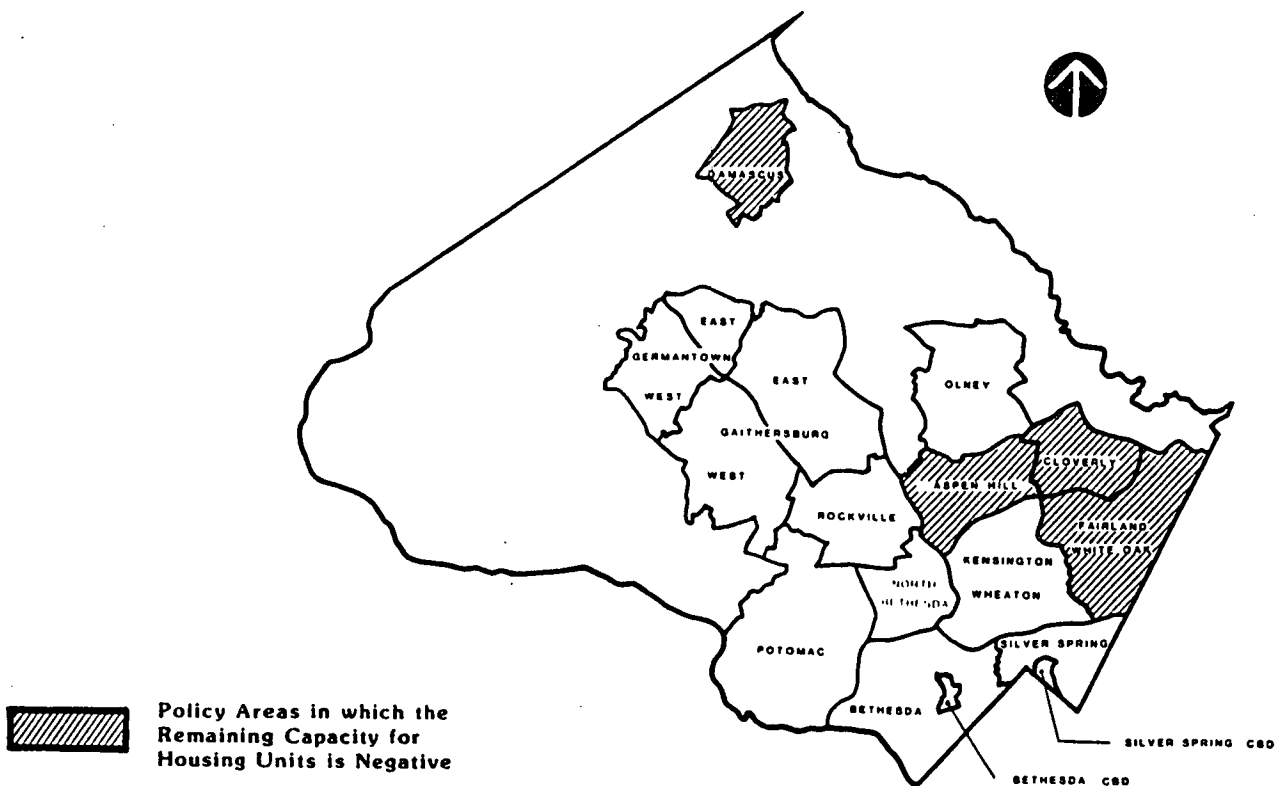
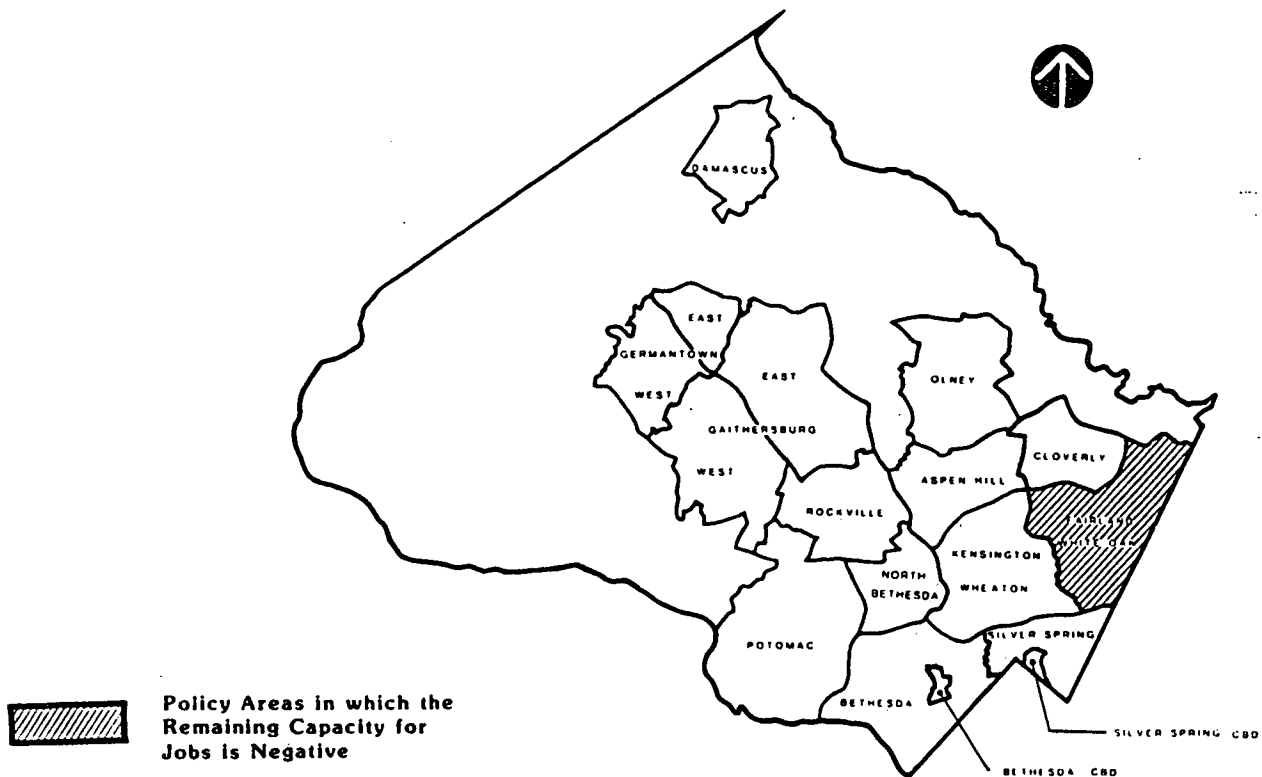


**Policy Areas in which the
Remaining Capacity for
Jobs is Negative**



**Policy Areas in which the
Remaining Capacity for
Housing Units is Negative**

FY90 AGP Anticipated



FY90 AGP High Alterative^N

2. FY 90 Ceilings

The Planning Board's FY 90 anticipated ceilings, which are based on projects in the fifth year of the FY 89-94 CIP and State FY 88-93 CTP are greater than the adopted FY 89 ceilings in Germantown East, Olney, Cloverly, and Fairland/White Oak. These ceilings result in a positive remaining capacity in two policy areas, Germantown East and Olney, that are currently in a moratorium under the FY 89 ceilings. Phase I of the Father Hurley Boulevard construction project would increase the housing ceiling by 500 units, resulting in a positive net remaining ceiling capacity in Germantown East. In Olney, the Laytonsville - Spring Road reconstruction to a four-lane divided highway would relieve the housing moratorium by increasing the housing ceiling by 500 units. This project also adds 500 jobs to the Olney policy area jobs ceiling.

Phase II of the New Hampshire Avenue widening would result in an increased transportation ceiling capacity of 1,000 housing units in Cloverly, thus lowering the ceiling deficit. Although Fairland/White Oak remains closed for new subdivision approvals, transportation projects scheduled for FY 93 decrease the transportation ceiling deficit by 2,500 jobs and 2,500 housing units.

Policy Areas in which the Remaining Capacity Is Negative under the FY 90 Anticipated Ceilings

No Approvals for Housing

Aspen Hill
Cloverly
Damascus
Fairland/White Oak
North Bethesda

No Approval for Jobs

Fairland/White Oak
Gaithersburg East
North Bethesda

3. High Ceiling Scenario

The high ceiling scenario, which incorporates projects in the sixth year of the FY 89-94 CIP and the fifth year of the State CTP increases staging ceilings in eight policy areas including Cloverly, Fairland/White Oak, Gaithersburg East, Gaithersburg West, Germantown East, Germantown West, North Bethesda, and Olney. They would technically relieve subdivision moratoriums in North Bethesda and Gaithersburg East. This would allow the Planning Board to approve new subdivisions in both the housing and a very small number in the jobs category in North Bethesda. However, there still would be an effective constraint on approving new job subdivisions in North Bethesda. The Westlake Terrace connection to Fernwood Terrace, a developer participation project, adds the needed ceiling capacity to eliminate the deficit situation in North Bethesda. In Gaithersburg East, the Intercounty Connector, the Watkins Mill Extension, and the Watkins Mill Bridge would technically relieve the jobs subdivision moratorium. Policy areas closed to new subdivision approvals under the high ceiling scenario are as follows.

Policy Areas in which the Remaining Capacity Is Negative
under the High Ceiling Scenario

No Approvals for Housing

Aspen Hill
Cloverly
Damascus
Fairland/White Oak

No Approval for Jobs

Fairland/White Oak

The high ceiling scenario provides six policy areas with additional transportation staging ceiling capacity for housing and five policy areas with additional jobs capacity. This does not include the projects in the FY 90 anticipated ceiling. The following tables list transportation projects included in our calculation of the high ceiling scenario.

Projects Added by the High Ceiling Scenario Which
Increase Staging Ceiling Capacity for Housing & Jobs

<u>Policy Area</u>	<u>Name</u>
Gaithersburg East	Intercounty Connector Watkins Mill Road Bridge Watkins Mill Road extended
Gaithersburg West	MD 28 Darnestown Road
Germantown West	Father Hurley Boulevard
North Bethesda	I-270 Overpass
Olney	Intercounty Connector

B. PUBLIC SCHOOL CAPACITIES

Comparing the October 1988 Montgomery County Public School's enrollment forecast for 1993 to the 1993 capacity provided by the Board of Education's requested FY 90-95 CIP results in a determination that all clusters have adequate capacity at all three grade levels. Obviously, if the Executive's recommended or Council approved CIP end up with a lower level of new school capacity than contained in the Board of Education's requested FY 90-95 CIP, we will need to reevaluate this conclusion. The tables on the next three pages show our school capacity analysis using the Board of Education's Requested FY 90-95 CIP..

Table 3

ELEMENTARY SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA
Comparison of 1993 MCPS Projected Elementary School Enrollment to 1993 Program Capacity
Provided by the Board of Education's Requested FY 90-95 Program Capacity

Geographic Area (High School Cluster)	A	B	C	D	E
	September 1993 Enrollment Projected by MCPS ¹ (as of 10/88)	100% of 1993 Program Capacity with Board of Education's Requested ² FY 90-95 CIP	Capacity Remaining at 100% B-A	110% of 1993 Program Capacity with Board of Education's Requested FY 90-95 CIP B*110%	Capacity Remaining at 110% D-A
Area 1					
Blair	4,968	5,169	201	5,686	718
Einstein	2,946	2,961	15	3,257	311
Kennedy	2,668	2,609	(59)	2,870	202
Paint Branch	3,951	3,981	30	4,379	428
Sherwood	3,174	3,420	246	3,762	588
Springbrook	3,944	4,364	420	4,800	856
Wheaton	2,628	2,823	195	3,105	477
	-----	-----	-----	-----	-----
Subtotal	24,279	25,327	1,048	27,860	3,581
Area 2					
Bethesda-Chevy Chase	3,013	2,924	(89)	3,216	203
Churchill	2,447	2,489	42	2,738	291
Walter Johnson	3,054	2,824	(230)	3,106	52
R.Montgomery	2,415	2,497	82	2,747	332
Rockville	2,473	2,799	326	3,079	606
Whitman	2,161	2,168	7	2,385	224
	-----	-----	-----	-----	-----
Subtotal	15,563	15,701	138	17,271	1,708
Area 3					
Damascus	3,310	3,345	35	3,600	370
Gaithersburg	5,964	6,199	235	6,819	855
Magruder	2,399	2,458	59	2,704	305
Poolesville	1,149	1,351	202	1,486	337
Quince Orchard	3,849	4,204	355	4,624	775
Seneca Valley	4,999	5,393	394	5,932	933
Watkins Mill	3,590	3,498	(92)	3,848	258
Wootton	3,216	3,379	163	3,717	501
	-----	-----	-----	-----	-----
Subtotal	28,476	29,827	1,351	32,810	4,334
	=====	=====	=====	=====	=====
Total	68,318	70,855	2,537	77,941	9,623

¹ Enrollment projections by Montgomery County Public Schools.

² Cluster capacity as stated in the Board of Education's Requested FY 90-95 CIP. Program capacity assumes the student per classroom ratio as funded by the Montgomery County Council (i.e., 25 students per classroom for grades 1 to 6).

Source: Montgomery County Public Schools, Educational Facilities Planning and Development; the Research Division, Montgomery County Planning Department; and the Board of Education's Requested FY 90-95 CIP.

Table 4

JIM SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA
Comparison of 1993 MCPS Projected Junior, Intermediate, and Middle School Enrollment
Provided by the Board of Education's Requested FY 90-95 Program Capacity

Geographic Area (High School Cluster)	A	B	C	D	E
	September 1993 Enrollment Projected by MCPS ¹ (as of 10/88)	100% of 1993 Program Capacity with Board of Education's Requested ² FY 90-95 CIP	Capacity Remaining at 100% B-A	110% of 1993 Program Capacity with Board of Education's Requested FY 90-95 CIP B*110%	Capacity Remaining at 110% D-A
Area 1					
Blair	1,439	1,633	194	1,796	357
Einstein	1,120	1,197	77	1,317	197
Kennedy	1,113	1,012	(101)	1,113	0
Paint Branch	1,542	1,534	(8)	1,687	145
Sherwood	1,327	1,341	14	1,475	148
Springbrook	1,620	1,854	234	2,039	419
Wheaton	1,035	1,107	72	1,218	183
Subtotal	9,196	9,678	482	10,646	1,450
Area 2					
Bethesda-Chevy Chase					
Churchill	713	895	182	985	272
Walter Johnson	1,199	1,647	448	1,812	613
R.Montgomery	835	715	(120)	787	(48)
Rockville	999	895	(104)	985	(14)
Whitman	964	963	(1)	1,059	95
	1,115	1,017	(90)	1,119	4
Subtotal	5,825	6,132	307	6,745	920
Area 3					
Damascus	819	891	72	980	161
Gaithersburg	1,250	1,179	(71)	1,297	47
Magruder	1,115	1,080	(35)	1,188	73
Poolesville ³	0	0	0	0	0
Quince Orchard	1,023	1,062	39	1,168	145
Seneca Valley	1,710	1,850	140	2,035	325
Watkins Mill	890	738	(152)	812	(78)
Wootton	800	837	37	921	121
Subtotal	7,607	7,637	30	8,401	794
Total	22,628	23,447	819	25,792	3,164

¹ Enrollment projections by Montgomery County Public schools.

² Cluster capacity as stated in the Board of Education's Requested FY 90-95 CIP. 100 percent of JIM program capacity is defined as 90 percent of the state rated capacity (i.e., 22.5 students per classroom).

³ Poolesville's JIM and High School are one facility.

Source: Montgomery County Public Schools, Educational Facilities Planning and Development; the Research Division, Montgomery County Planning Department; and the Board of Education's Requested FY 90-95 CIP.

Table 5

SENIOR SCHOOLS BY HIGH SCHOOL CLUSTER AND AREA
Comparison of 1993 MCPS Projected High School Enrollment to 1993 Program Capacity
Provided by the Board of Education's Requested FY 90-95 Program Capacity

Geographic Area (High School Cluster)	A September 1993 Enrollment Projected by MCPS ¹ (as of 10/88)	B 100% of 1993 Program Capacity with Board of Education's Requested ² FY 90-95 CIP	C Capacity Remaining at 100% B-A	D 110% of 1993 Program Capacity with Board of Education's Requested FY 90-95 CIP B*110%	E Capacity Remaining at 110% D-A
Area 1					
Blair	2,171	2,039	(132)	2,243	72
Einstein	1,235	1,431	196	1,574	339
Kennedy	1,294	1,350	56	1,485	191
Paint Branch	1,605	1,647	42	1,812	207
Sherwood	1,450	1,287	(163)	1,416	(34)
Springbrook	1,960	1,980	20	2,178	218
Wheaton	1,130	1,233	103	1,356	226
Subtotal	10,845	10,967	122	12,064	1,219
Area 2					
Bethesda-Chevy Chase	1,291	1,535	244	1,689	398
Churchill	1,578	1,566	(12)	1,723	145
Walter Johnson	1,209	1,557	348	1,713	504
R.Montgomery	1,455	1,530	75	1,683	228
Rockville	1,194	1,269	75	1,396	202
Whitman	1,338	1,656	318	1,822	484
Subtotal	8,065	9,113	1,045	10,024	1,959
Area 3					
Damascus	1,236	1,130	(106)	1,243	7
Gaithersburg	1,773	1,935	162	2,129	356
Magruder	1,280	1,355	75	1,491	211
Poolesville ³	626	860	234	946	320
Quince Orchard	1,834	1,890	56	2,079	245
Seneca Valley	1,779	1,688	(91)	1,857	78
Watkins Mill	1,529	1,458	(71)	1,604	75
Wootton	1,705	1,575	(130)	1,733	28
Subtotal	11,762	11,891	129	13,080	1,318
Total	30,672	31,971	1,299	35,168	4,496

¹ Enrollment projections by Montgomery County Public schools.

² Cluster capacity as stated in the Board of Education's Requested FY 90-95 CIP. 100 percent of JIM program capacity is defined as 90 percent of the state rated capacity (i.e., 22.5 students per classroom).

³ Poolesville's JIM and High School are one facility.

Source: Montgomery County Public Schools, Educational Facilities Planning and Development; the Research Division, Montgomery County Planning Department; and the Board of Education's Requested FY 90-95 CIP.

TABLE 1: LIST OF HIGHWAY PROJECTS BY POLICY AREA WHICH ARE 100% PROGRAMMED FOR CONSTRUCTION IN THE FIRST FOUR YEARS OF THE FY 89-94 CIP, THE CITY CIPS, OR THE MDDOT FY 88-93 CONSOLIDATED TRANSPORTATION PROGRAM

M-NCPPC 9/28/88

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/88	100% of Const. Expenditures By Fiscal Year
BETHESDA CBD	--	153268	1.	<u>Wisconsin Avenue (MD 355)</u> Bridge over the Georgetown Branch	Replace Bridge	Y	89
BETHESDA-CHEVY CHASE	--	151009	2.	<u>I-495 Widening (Capital Beltway)</u> <u>Wisconsin Avenue (MD 355) to Georgia Avenue (MD 97)</u>	+ 2 Lanes	Y	89
	1269	793369	3.	<u>Friendship Blvd./The Hills Plaza</u> Phase I: The Hills Plaza Extended	4 Lane Business Street	Y	90
				Phase II: Friendship Boulevard Business Street	4 Lanes	N	92
	--	151087	4.	<u>I-495 Widening (Capital Beltway)</u> <u>Potomac River to River Road (MD 190)</u>	+ 2 lanes	Y	92
CLOVERLY	1353	863119	5.	<u>Ednor Road Bridge</u> Northwest Branch	2 Lane Bridge	N	90
	1250	673940	6.	<u>Bonifant Road</u> Layhill Road (MD 182) to New Hampshire Avenue (MD 650)	Safety Widening	Y	90
	1298	863115	7.	<u>MD 28 - MD 198 Connector</u> Layhill Road (MD 182) to New Hampshire Avenue (MD 650)	2 Lanes	Y	92
DAMASCUS	--	Special Projects	8.	<u>Ridge Road (MD 27)</u> Lewis Drive to Main Street (MD 108)	Geometric Improvements	Y	90
	1665	859117	9.	<u>Lewis Drive</u> Main Street (MD 108) to MD 27 (Housing and Community Development Project)	2 Lanes	Y	89
FAIRLAND/WHITE OAK	1343	823862 and Special Projects	10.	<u>Columbia Pike (US 29)</u> Section I: Industrial Parkway to Randolph Road	+ 2 Lanes	Y	89
			11.	Section II: North of Fairland Road to Greencastle Road	+ 2 Lanes	Y	89
		152040	12.	New Hampshire Avenue (MD 650) to Industrial Parkway and Greencastle Road north of Sandy Spring Road (MD 198)	+ 2 Lanes	Y	91
	1260	833963	13.	<u>Fairland Road</u> Randolph Road to Columbia Pike (US 29)	Safety Widening	Y	91
	1256	833888	14.	<u>E. Randolph Road Widening</u> Phase I: New Hampshire Avenue (MD 650) to Fairland Road	+ 4 Lanes	Y	91
	1253	883103	15.	<u>Briggs Chaney Road Widening</u> Phase I: Bridge Widening	+ 1 Lane	Y	91
	1252	873114	16.	<u>Briggs Chaney Realignment East</u> Old Columbia Pike to Briggs Chaney Road	2 Lanes	N	92
	1336	SR-44	17.	<u>MD 650/Randolph Road</u> Randolph Road to Notley Road	+ 2 Lanes Undivided	N	by developer

TABLE 1 (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/88	100% of Const. Expenditures By Fiscal Year
GAITHERS-BURG EAST	--	151015	18.	<u>I-370 Metro Connection</u> I-270 to Shady Grove Metro Access Road	6 Lane Freeway	Y	90
	--	151024	19.	<u>I-270 Widening</u> Montgomery Village Avenue (MD 124) to Shady Grove Road	+ 2 Lanes, CD Road	Y	90
	--	153065	20.	<u>Midcounty Highway Widening (MD 115 Relocated)</u> Montgomery Village Avenue to Shady Grove Road	+ 2 Lane Divided	Y	91
	1314	663899	21.	<u>Muddy Branch Road/W. Diamond Ave.</u> I-270 to W. Diamond Avenue (MD 117)	+ 2 Lanes	N	90
			22.	<u>MD 124 Relocated</u> Midcounty Highway to Muncaster Mill Road (MD 115)	+ 2 Lanes	N	by developer
	1354	763815	23.	<u>Gude Drive Railroad Bridge</u> Over B&O and Metro Tracks	+ 3 Lanes	Y	90
	1282	723271	24.	<u>Gude Drive Extension, Phase II</u> Piccard Dr. to Frederick Ave. (MD 355)	+ 2 Lanes	Y	90
	1281	793177	25.	<u>Gude Drive Widening</u> Section I: Frederick Road (MD 355) to Calhoun Drive	+ 4 Lanes	Y	91
				Section II: Calhoun Dr. to Dover Rd.	+ 2 Lanes	Y	91
				Section III: Dover Rd. to Southlawn Ln.	+ 3 Lanes	Y	91
	1247	853176	26.	<u>Airpark Road/Shady Grove Road Ext.</u> Muncaster Mill Road (MD 115) to Laytonsville Road (MD 124)	4 Lanes	Y	91
	1347	853137	27.	<u>Watkins Mill Road - School Access</u> Club Lake Road to Mill Stream Court; Apple Ridge Rd. to past Great Seneca Ck.	+ 2 Lanes Undivided	Y	91
GAITHERS-BURG WEST	--		28.	<u>Perry Parkway</u> West Diamond Avenue (MD 117) to Frederick Avenue (MD 355)	4 Lanes	N	89
	--	151024	29.	<u>I-270 Widening</u> Montgomery Village Avenue (MD 124) to Shady Grove Road	+ 2 Lanes CD Roads	Y	90
	1314	663899	30.	<u>Muddy Branch Road</u> Darnestown Road (MD 28) to I-270	+ 2 Lane Divided	Y	90
	1294	853121	31.	<u>Key West Ave.-Shady Grove to Gude Dr.</u> Phase II: Shady Grove Road to Gude Dr.	+ 2 Lanes	Y	90
	1290	803530	32.	<u>Key West Avenue - MD 28, Phase III</u> Darnestown Road (MD 28) to Great Seneca Highway	Y + 2 Lanes	90	
				Great Seneca Hwy. to Shady Grove Rd.	+ 4 Lanes		
	1276	713129	33.	<u>Great Seneca Highway, Phase II</u> Quince Orchard Road (MD 124) to Darnestown Road (MD 28)	4 Lane Divided	Y	90
	1296	743799	34.	<u>Longdraft Road, Phase II</u> Clopper Rd. (MD 117) from Metropolitan Grove Road to Game Preserve Road	+ 2 Lanes	Y	90
	1278	863111	35.	<u>Great Seneca Highway, Phase III</u> Great Seneca Creek to Quince Orchard Road (MD 124)	4 Lane Divided	Y	91

TABLE 1 (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Approved Road Program of 7/1/88	100% of Const. Expenditures By Fiscal Year
GATHERS-BURG WEST	1267	663907	36.	<u>Fields Road</u> Muddy Branch Road to Omega Drive	4 Lanes, 5 Lanes	Y	91
(Cont'd.)	1328	853122	37.	<u>Sam Eig Highway</u> Great Seneca Highway to I-270	6 Lane Divided	Y	92
	1292	863179 153324	38.	<u>MD 28 Relocation and Widening</u> Section I: West Gude Drive to Research Boulevard Section II: Research Blvd. to I-270	6 Lane Divided + 2 Lanes	N N	92 92
	1288	893129	39.	<u>Jones Lane</u> Turkey Foot Road to Darnestown Road (MD 28)	Safety Widening	N	92
GERMAN-TOWN EAST	--	151024	40.	<u>I-270 Widening and Middlebrook Road Interchange</u> Montgomery Village Avenue to Clarksburg Road (MD 121)	+ 2 Lanes, New Interchange	Y	91
	1347	853137	41.	<u>Watkins Mill Road - School Access</u> Club Lake Road to Mill Stream Court;	+ 2 Lanes Undivided	Y	91
	1308	863125	42.	<u>Middlebrook Road</u> Phase II: I-270 to Frederick Road (MD 355)	+ 2 Lanes	Y	92
	1301	863171 153023	43.	<u>MD 118 Relocated (Germantown Road)</u> Phase II: I-270 to Frederick Road (MD 355)	+ 2 Lanes	N	92
GERMAN-TOWN WEST	--	151024	44.	<u>I-270 Widening and Middlebrook Road Interchange</u> Montgomery Village Avenue to Clarksburg Road (MD 121)	+ 2 Lanes, New Interchange	Y	91
	1278	863111	45.	<u>Great Seneca Highway, Phase III</u> Middlebrook Road to Great Seneca Creek	4 Lanes	Y	91
	1301	863171 153023	46.	<u>MD 118 Relocated (Germantown Road)</u> Phase I: Wisteria Drive to Clopper Road	6 Lanes	Y	92
	1300	873119	47.	<u>MD 117 Widening (Clopper Road)</u> MD 118 Relocated to Great Seneca Hwy.	+ 4 Lanes Total	N	92
	1308	863125	48.	<u>Middlebrook Road, Phase I</u> Great Seneca Highway to I-270	+ 4 Lane Divided	N	92
ASPEN HILL	--	153011	41.	<u>Layhill Road Widening</u>	+ 2 Lanes Divided	Y	91
KENSINGTON/-- WHEATON	Special Projects	49.		<u>Veirs Mill Road</u> Randolph Road to Connecticut Avenue (MD185)	+ 2 Lanes	Y	89
	--	153011	50.	<u>Layhill Road Widening</u> Georgia Ave. (MD 97) to Longmead Rd.	+ 2 Lanes Divided	Y	91
	--	153181	51.	<u>Forest Glen Road (MD 192)</u> Georgia Ave. (MD 97) to Belvedere Pl.	2 Lanes	N	90
	1255	883102	52.	<u>Dewey Road</u> Dahill Road to Garrett Park Road	Residential Primary	N	92
NORTH BETHESDA	--	151024	53.	<u>I-270 Widening</u> Y Split to Montrose Road	+ 2 Lanes, CD Roads	Y	90

TABLE 1 (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Program of 7/1/88	Expenditures By Fiscal Year
NORTH BETHESDA (Cont'd.)	1312	813391	54.	<u>Montrose Road Extension</u> Phase III: Westmont Blvd. to Old Bridge Road	+ 2 Lanes	N	90
OLNEY	1251	783018	55.	<u>Briars Road Connection</u> to Olney-Laytonsville Road (MD 108)	Residential Primary	Y	90
POTOMAC	1318	863131	56.	<u>Oaklyn Drive</u> Falls Road (MD 189) to Potomac Station Lane	2 Lanes	Y	89
	1254	813595	57.	<u>Democracy Boulevard Extension</u> Gainesborough Rd. to Kentsdale Dr.	2 Lanes	Y	90
	1330	863110	58.	<u>Seven Locks Road</u> Phase I: South of River Rd. to Dwight Dr.	Safety Widening	N	91
ROCKVILLE	--	6E-11	59.	<u>Ritchie Parkway</u> Falls Road (MD 189) to Seven Locks Road	+ 2 Lanes	N	88
	--	6S-11	60.	<u>Gude Drive</u> Southlawn La. to Norbeck Rd. (MD 28)	+ 2 Lanes	Y	89
	--	151024	61.	<u>I-270 Widening</u> Montrose Road to Shady Grove Road	+ 2 Lanes, CD Roads	Y	90
	--	151033	62.	<u>Falls Road (MD 189) Interchange</u> Interchange with I-270	New Interchange	Y	90
	1312	813591	63.	<u>Montrose Road Extension</u> Phase III: Westmont Blvd. to Old Bridge Rd.	+ 2 Lanes	N	90
	1354	763815	64.	<u>Gude Drive Railroad Bridge</u> Over B&O and Metro Tracks	+ 3 Lanes	Y	90
	1282	723271	65.	<u>Gude Drive Extension, Phase II</u> Piccard Dr. to Frederick Ave. (MD 355)	+ 2 Lanes	Y	90
	1294	853121	66.	<u>Key West Avenue - Shady Grove to Gude</u> Phase II: Shady Grove Road to Gude Drive	+ 2 Lanes	Y	90
	1325	823865	67.	<u>Ritchie Parkway</u> Seven Locks Rd. to Rockville Pike (MD 355)	4 Lanes	Y	90
	--	151035	68.	<u>I-270</u> New Bridge at Ritchie Parkway	4 Lanes	Y	91
	1281	793177	69.	<u>Gude Drive Widening</u> Section I: Frederick Road (MD 355) to Calhoun Drive Section II: Calhoun Drive to Dover Road Section III: Dover Road to Southlawn Lane	+ 4 Lanes + 2 Lanes + 3 Lanes	Y Y Y	91 91 91
	--	7Q11	70.	<u>West Montgomery Ave. Reconstruction</u> a. Nelson Street to Adams Street b. I-270 to Nelson Street	2 Lanes Divided + 2 Lanes	N N	91 91
	--	6H11	71.	<u>MD 355/MD 28 Intersection</u> Improvements	+ 2 Lanes on MD 355	N	92
	--	8C11	72.	<u>Fleet Street Extension</u> Richard Montgomery Dr. to Ritchie Pkwy.	4 Lanes	N	92
	1292	863179 153324	73.	<u>MD 28 Relocation and Widening</u> Section I: West Gude Drive Section II: Research Blvd. to I-270	6-lane Divided + 2 Lanes	N	92

TABLE 1 (Continued)

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	Program of 7/1/88	Expenditures By Fiscal Year
SILVER SPRING/ TAKOMA PARK	--	151009	74.	<u>I-495 Widening (Capital Beltway)</u> Wisconsin Avenue (MD 355) to Georgia Avenue (MD 97)	+ 2 Lanes	Y	89

TABLE 2: LIST OF TRANSPORTATION PROJECTS BY POLICY AREA AND POSSIBLE FISCAL YEAR OF IMPLEMENTATION

Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. Expenditure by				
						FY93	FY94	FY95	FY96	FY96+
BETHESDA - CHEVY CHASE	--	151114	1.	<u>I-495 (Capital Beltway)</u>	Reconstruct Interchange					X
CLOVERLY	1304	893128 153337	2.	<u>New Hampshire Avenue (MD 650):</u> ICC to Briggs Chaney Road Briggs Chaney-Norwood Road Realignment Briggs Chaney Road to Spencerville Road	Phase II +2 Lanes +2 Lanes +2 Lanes	X X		X		
	--	154002	3.	<u>Intercounty Connector</u> Norbeck Road (MD 28) to Columbia Pike (US 29)	Under Design					X
	1272	893132	4.	<u>Good Hope Road North</u> Good Hope Drive to Spencerville Road (MD 198)	Safety Widening					X
DAMASCUS	1339	873121	5.	<u>Secepstakes Road</u> Ridge Road (MD 27) to Woodfield Road (MD 108)	Residential Primary	X				
	1303	883105	6.	<u>MD 124 Extension (A-12)</u> Main Street (MD 108) to Ridge Road (MD 27)	2 Lanes		X			
FAIRLAND/ WHITE OAK	1258	833969	7.	<u>E. Randolph Road Widening</u> Phase II: Fairland Road to Old Columbia Pike	+3 Lanes	X				
	1304	893128 153337	8.	<u>New Hampshire Avenue (MD 650): Phase I</u> Randolph Road to Notley Road Notley Road to the ICC	Under Design +2 Lanes +4 Lanes	X X				
	1327	893124	9.	<u>Robey Road</u> Greencastle Elementary School to Greencastle Rd.	Residential Primary			X		
	1253	883103	10.	<u>Briggs Chaney Road Widening/Phase II</u> Automobile Boulevard to ICC Alignment	+2 Lane Divided			X		
		154002	11.	<u>Intercounty Connector</u> Norbeck Road (MD 28) to Columbia Pike (US 29)	Under Design					X
	--	154166	12.	<u>Intercounty Connector</u> Columbia Pike (US 29) to I-95	6-Lane Freeway					X
	--	152043	13.	<u>US 29 Widening</u> Bridge over New Hampshire Avenue (MD 650)	+2 Lanes					X
	--	152019	14.	<u>US 29 Improvement Study</u> I-495 to Howard County	Under Study					X
	1341	873122 152019	15.	<u>US 29 HOV (High Occupancy Vehicle Lane)</u> Sligo Creek Parkway to Sandy Spring Road (MD 198)	High Occupancy Vehicle Lane					X
	1262	893134	16.	<u>Fairland Road East</u> Columbia Pike (US 29) to PG County Line	Safety Widening					X
GAITHERS-BURG EAST	1286	863117 154168	17.	<u>Intercounty Connector</u> I-370 to Norbeck Road (MD 28)	4 Lanes Controlled major with grade separations and interchange		X			
	1356	823754	18.	<u>Watkins Mill Road Bridge</u> Whetstone Run Stream	+2 Lanes		X			
	1348	883109	19.	<u>Watkins Mill Road Extended</u> I-270 to Frederick Ave. (MD 355)	4-Lanes Divided		X			

TABLE 2 (Continued)

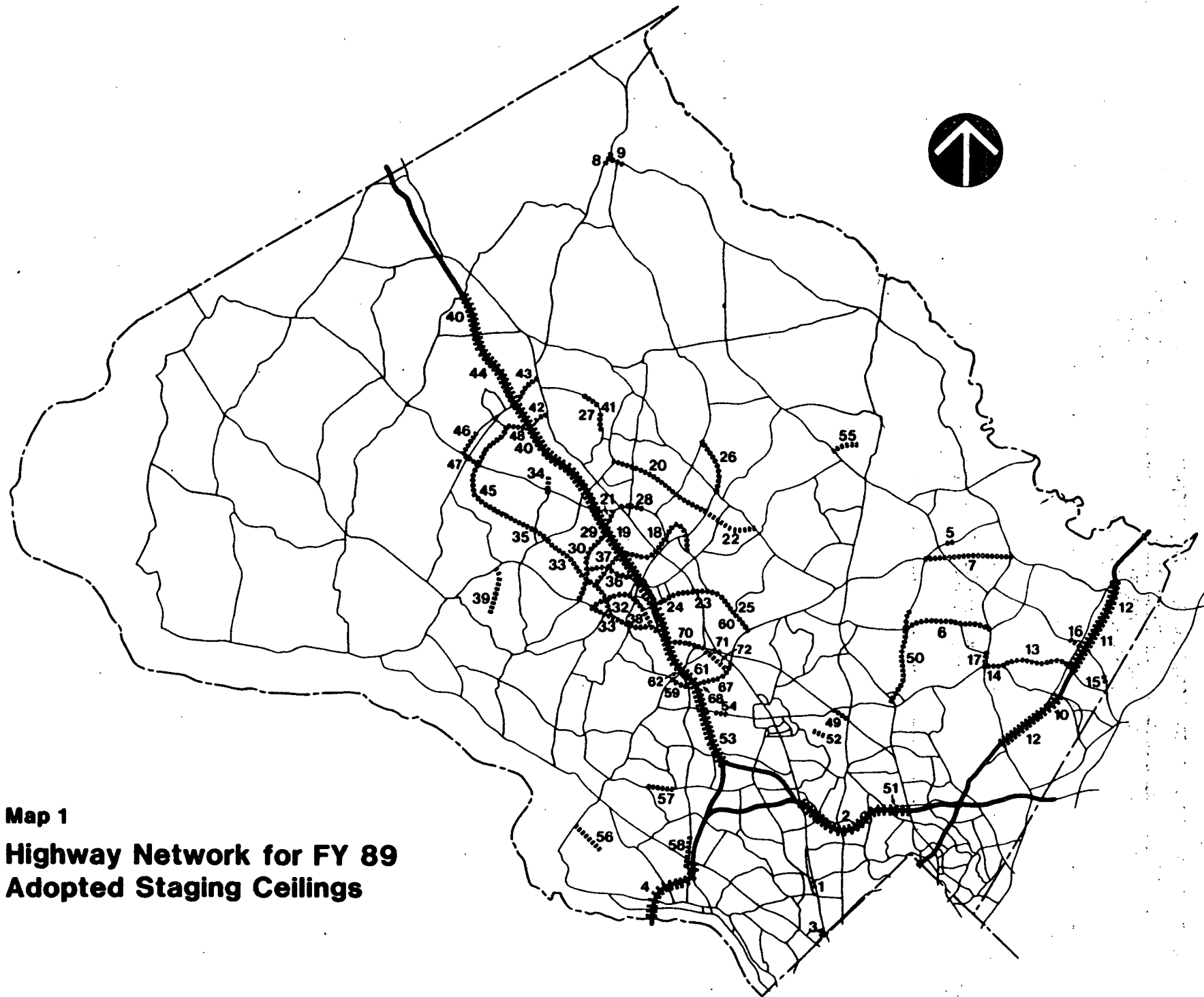
Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. Expenditure by				
						FY93	FY94	FY95	FY96	FY96+
GAITHERS-BURG EAST (Cont'd.)	1274	883101	20.	<u>Goshen Road and Brink Road</u> I. a. Girard Street to Mid-County Highway b. Midcounty Hgwy. to Snouffer School Rd. II. Snouffer School Rd. to Warfield Road III. Warfield Road to MD 124	+4 Lanes +2 Lanes Safety Widening			X X X		
	1270	863116	21.	<u>Germantown/Montgomery Village Connector</u> a. Montgomery Village Ave. to MD 118 Extended b. MD 118 Extended to Ridge Road (MD 27)	4 Lanes 2 Lanes					X X
	1316	893127	22.	<u>Muncaster Road/Shady Grove Road Extended</u> Phase I: Airpark Road to Muncaster Road Phase II: Shady Grove Road Ext. to MD 108	2 Lanes Reconstructed					X X
	1310	883106	23.	<u>Montgomery Village Avenue/Wightman Road</u> a. <u>Montgomery Village Avenue</u> Lost Knife Road to Wightman Road b. <u>Wightman Road</u> Montgomery Village Avenue to Goshen Road	+2 Lanes +3 Lanes					X X
	1348	893121	24.	<u>Shady Grove Road Six Lane</u> Briardale Road to Muncaster Mill Road (MD 115)	+2 lanes					X
	1323	893125	25.	<u>Redland Road North</u> Needwood Road to Muncaster Mill (MD 115)	Reconstruct to 36-foot Residential Primary					X
	1334	893122	26.	<u>Snouffer School Road</u> Goshen Road to Laytonsville Road (MD 124)	+3 Lanes					X
GAITHERS-BURG WEST	--	153324	27.	<u>MD 28, Darnestown Road</u> a) Key West Avenue to Dufief Mill Road b) Dufief Mill Rd. to Quince Orchard Road c) Quince Orchard Road to Riffleford Rd. d) <u>Quince Orchard Road (MD 124)</u> Darnestown Rd. (MD 28) to Longdraft Rd.	+2 Lanes Divided +4 Lanes Divided +2 Lanes Divided +2 Lanes Divided		X X X X			
	1348	883109	28.	<u>Watkins Mill Road Extended</u> Clopper Road (MD 117) to I-270	4-Lane Divided		X			
	1321	893126	29.	<u>Quince Orchard Road South</u> Dufief Mill Rd. to Darnestown Rd. (MD 28)	Safety Widening					X
	1296	743799	30.	<u>Longdraft Road Phase III</u> Quince Orchard Road (MD 124) to Clopper Road (MD 117)	+2 Lanes					X
GERMAN-EAST	1271	873115	31.	<u>Father Hurley Boulevard Extended/Ridge Road</u> Phase I: Crystal Rock Drive to Ridge Road (MD 27) Phase II: Crystal Rock Drive to Ridge Road (MD 27) Phase III: Crystal Rock Drive to Route I-3	2 Lanes +2 Lanes +2 Lanes	X				X
	1265	873115	32.	<u>Father Hurley Blvd. Interchange</u> Interchange with I-270	Interchange		X			
	1270	863116	33.	<u>Germantown/Montgomery Village Connector</u> a. Montgomery Village Ave. to MD 118 Extended b. MD 118 Extended to Ridge Road (MD 27)	4 Lanes 2 Lanes					X X
	--	153397	34.	<u>Frederick Avenue (MD 355)</u> Montgomery Village Avenue (MD 124) to Ridge Road (MD 27)	Project Planning Study					X

TABLE 2 (Continued)

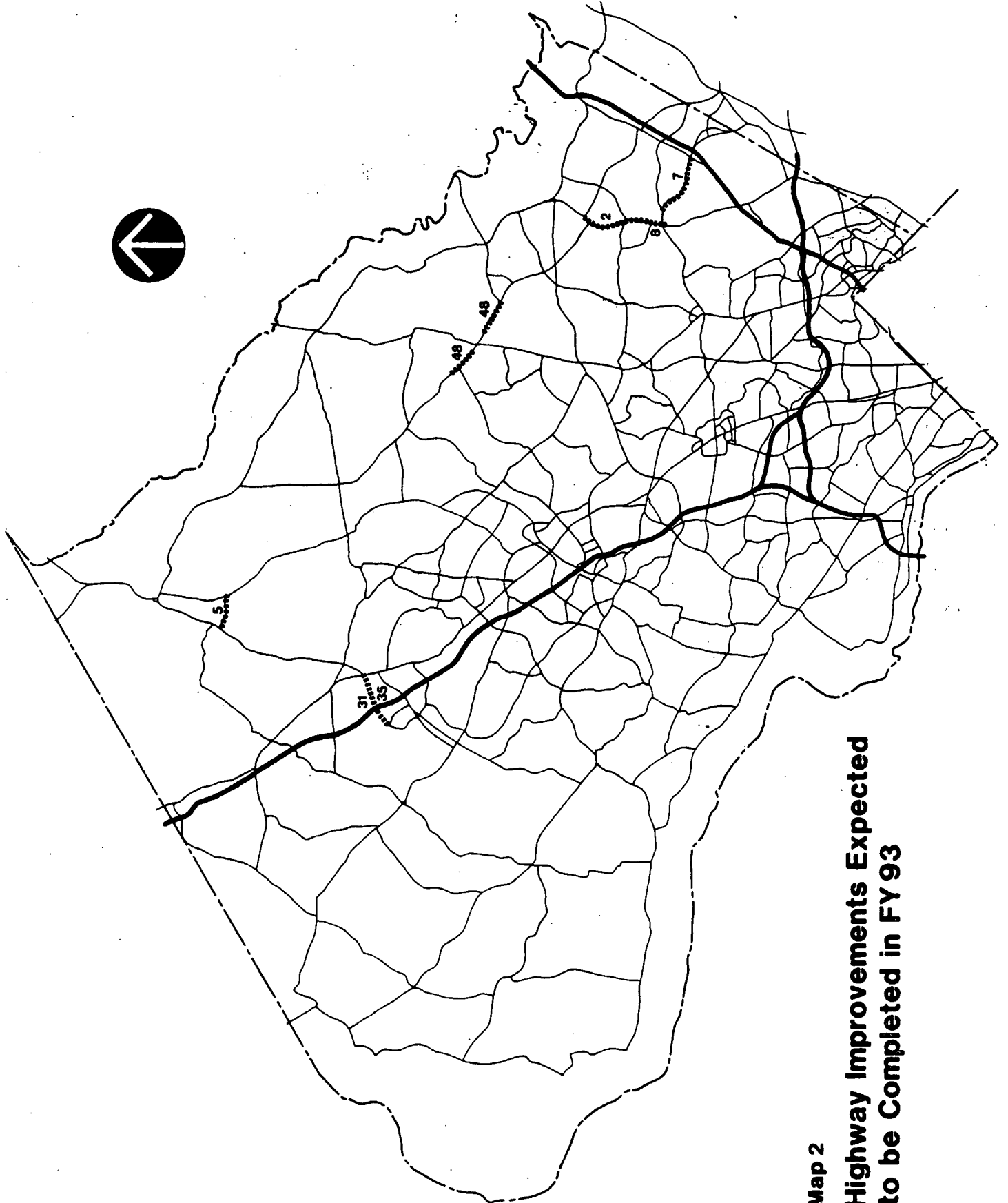
Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. Expenditure by				
						FY93	FY94	FY95	FY96	FY96+
GERMAN-TOWN WEST	1271	873115	35.	<u>Father Hurley Boulevard Extended/Ridge Road</u> Phase I: Crystal Rock Drive to Ridge Road (MD 27) Phase II: Crystal Rock Drive to Ridge Road (MD 27) Phase III: Crystal Rock Drive to Route I-3	2 Lanes + 2 Lanes + 2 Lanes	X				
	1265	873115	36.	<u>Father Hurley Blvd. Interchange</u> Interchange with I-270	Interchange		X			
	1346	883108	37.	<u>Waring Station Road</u> Clopper Road (MD 117) to CSX Railroad	4 Lanes					X
ASPEN HILL	-	154002	41.	<u>Intercounty Connector</u> Norbeck Road (MD 28) to Columbia Pike (US 29)	Under Design					X
KENSINGTON/WHEATON	1345	898139	38.	<u>Veirs Mill Rd. and Twinbrook Pwy.</u>	+ 1 lane Eastbound		X			
	-	152043	39.	<u>US 29 Widening</u> Interchange at MD 193 (Four Corners)	Grade Separation					X
	-	152019	40.	<u>US 29 Improvement Study</u> I-495 to Howard County Line	Under Study					X
NORTH BETHESDA RM	1355	813691	42.	<u>I-270 Overpass</u> Westlake Terrace to Fernwood Road (Available only if developers contribute)	4 Lanes	NC	X			
	-	151105	43.	<u>I-270: East Spur</u> Y Split to I-495	+ 2 Lanes (Under Study)					X
	-	151104	44.	<u>I-270: West Spur</u> Y Split to I-495	+ 2 Lanes (Under Study)					X
	-	153364	45.	<u>Rockville Pike (MD 355) at</u> Montrose/Randolph Roads and B&O RR	Grade Separation					X
	1259	813594	46.	<u>Edson Lane</u> Rockville Pike (MD 355) to Woodglen Drive	Residential Primary					X
	1340	893121	47.	<u>Twinbrook Parkway Reconstruct</u> Ardennes Ave. to Veirs Mill Road (MD 586)	+ 1 Lane					X
OLNEY	-	153370	48.	<u>Laytonsville - Spring Road (MD 108)</u> a. Olney Mill Road to Headwaters Drive b. Prince Phillip Dr. to Dr. Bird Rd.	+ 2 Lanes Divided + 2 Lanes Divided	X X				
	1286	863117 154168	49.	<u>Intercounty Connector</u> I-370 to Norbeck Road (MD 28)	4 Lanes Controlled Major with grade-separated and interchange		X			
POTOMAC	1321		50.	<u>Quince Orchard Road</u>				X		
	1355	813691	51.	<u>I-270 Overpass</u> Westlake Terrace to Fernwood Road	4 Lanes	NC	X			

TABLE 2 (Continued)

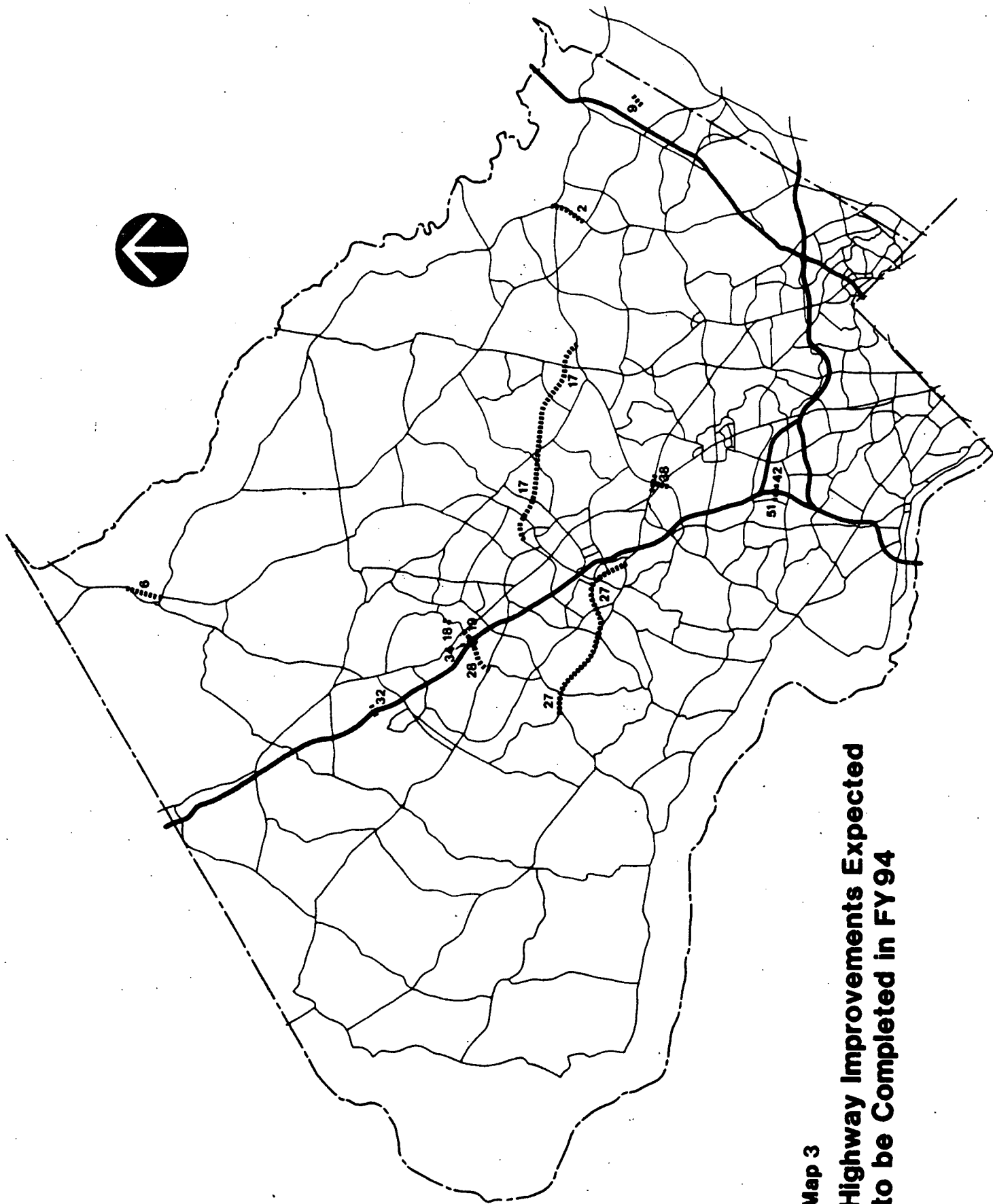
Policy Area	PDF No.	Project No.	Map No.	Project Name (Underlined) with Phases and/or Limits	Scope of Improvement	100% of Cons. Expenditure by				
						FY93	FY94	FY95	FY96	FY96+
POTOMAC (Cont'd.)	1533	71	52.	<u>Falls Road (MD 182)</u> River Road to Ritchie Parkway	Project Planning Study					X
ROCKVILLE										
SILVER SPRING/ TAKOMA PARK	1333	873116	53.	<u>Silver Spring Roadway Improvements</u> (Specific improvements still to be selected)	Under Study					X



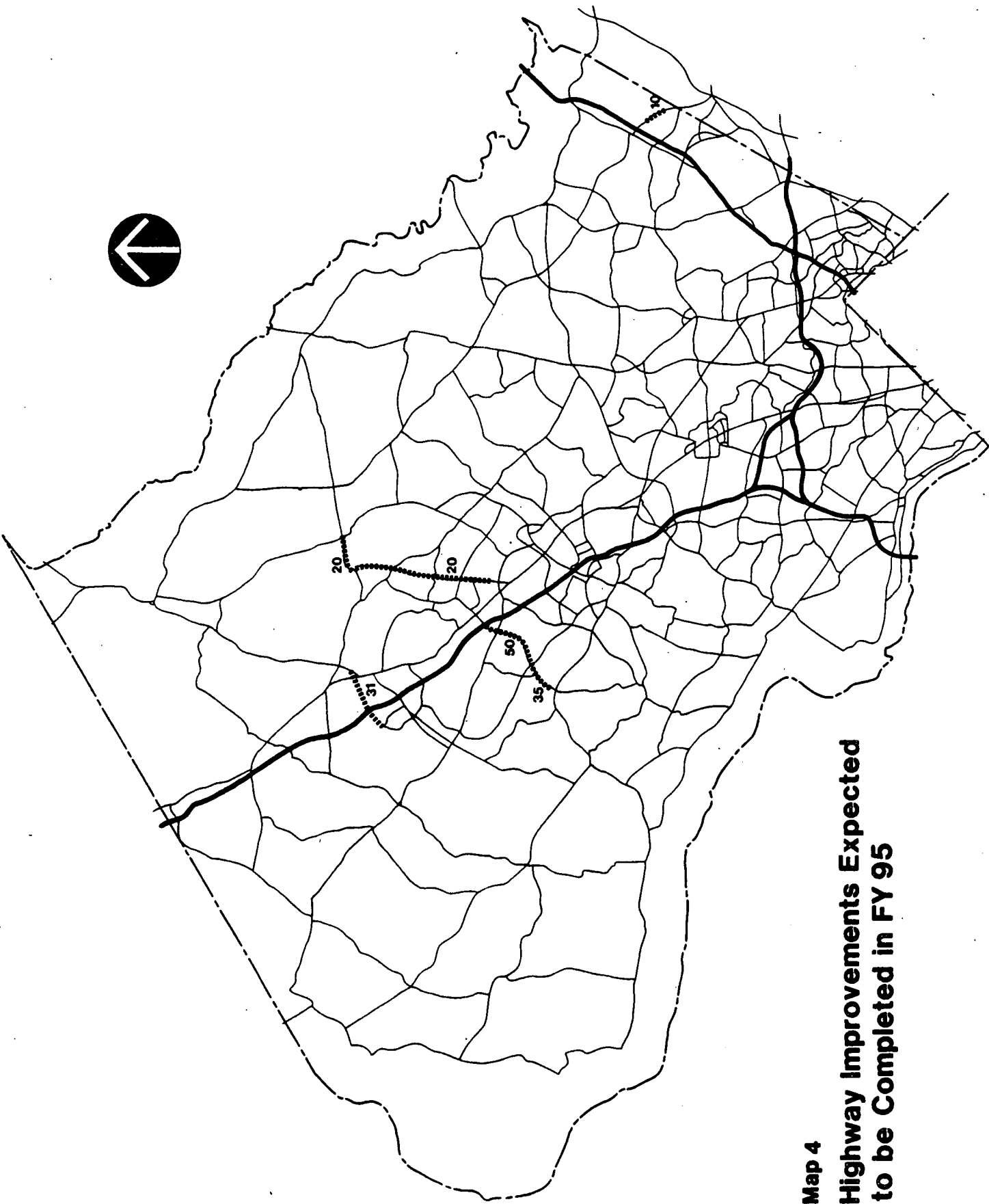
Map 1
Highway Network for FY 89
Adopted Staging Ceilings



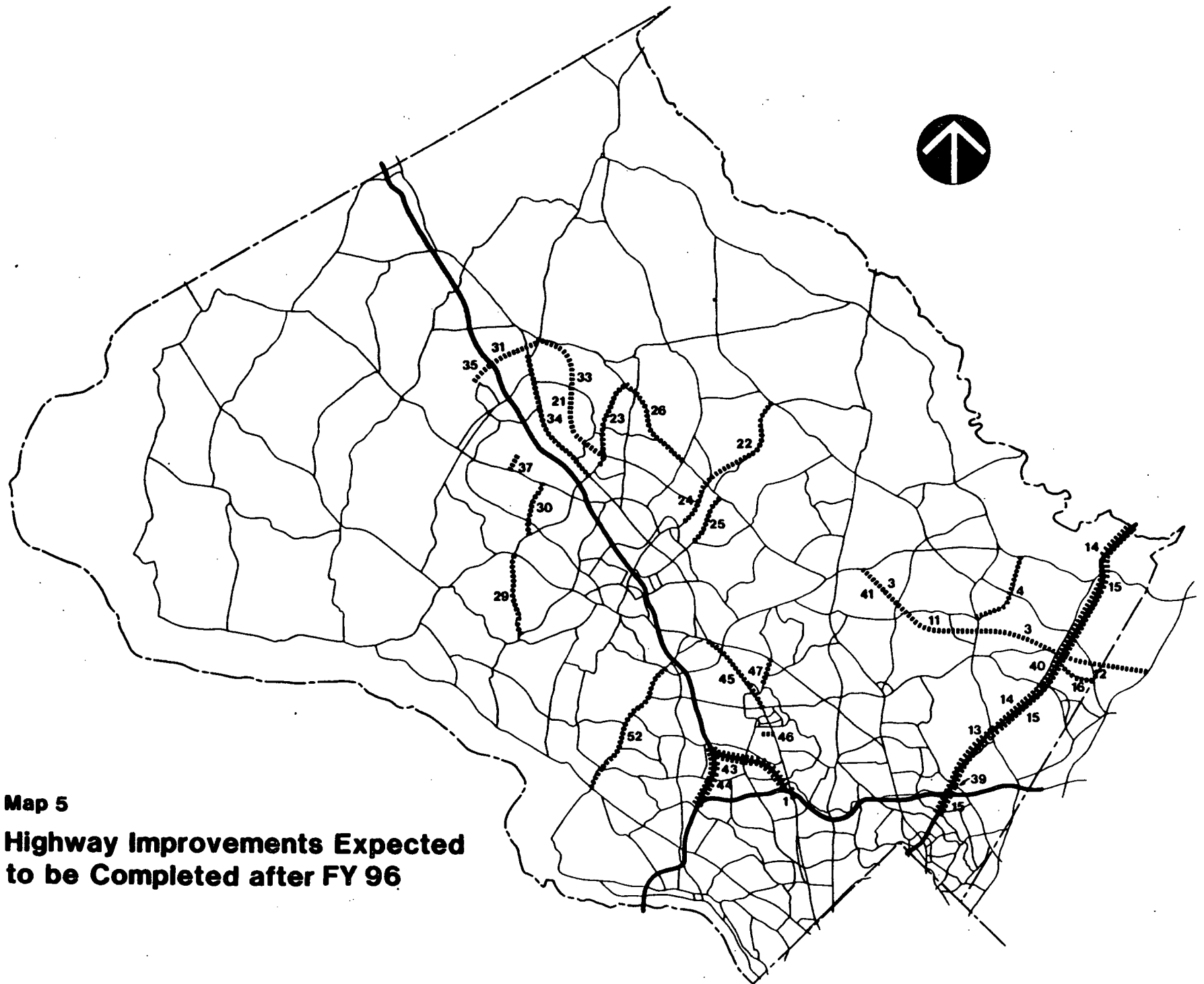
Map 2
Highway Improvements Expected
to be Completed in FY 93



Map 3
Highway Improvements Expected
to be Completed in FY 94



Map 4
Highway Improvements Expected
to be Completed in FY 95



Map 5
Highway Improvements Expected
to be Completed after FY 96

Appendix G:

**Definitions
and Key
Variables**

DEFINITIONS AND ASSIGNED VALUES FOR KEY VARIABLE ASSUMPTIONS

Determining the impact of future development requires a number of assumptions to be made. The assumptions made about certain key variables constitute important points of leverage within the various statistical and computerized modeling processes. Alternative assumptions for these variables would result in a different overall assessment of the impacts of future development. While the assumptions used herein are by all evidence both reasonable and appropriate, there is some room for variation. All of the numbers used have ranges of fluctuation around them which are experienced in the real world. Any point within the range of real experience can be taken depending upon the risk one is willing to accept that the simulation model will no longer reflect reality as well.

The following is a simple expression of those key definitions and assumptions: what is being used; how the assumption is used in the modeling process; and the impacts of changing those assumptions in terms of the modeling process.

ADEQUATE PUBLIC FACILITY ORDINANCE (APFO): Chapter 50, Section 35(k) of the Subdivision Ordinance requires the Planning Board to make a finding that existing or programmed public facilities are adequate before they can approve a preliminary plan of subdivision.

APPROVED ROAD PROGRAM (ARP): The County Executive shall publish periodically an Approved Road Program which shall list all roads programmed in the current adopted CIP and the Maryland CTP for which: (A) in the case of the CIP, 100 percent of the funds have been appropriated for construction costs; and (B) the County Executive has determined that construction will begin within two years of the effective date of the Approved Road Program. Roads required under Section 302 of the charter to be authorized by law are not considered programmed until they are finally approved in accordance with Section 20-1 of the Code. The ARP constitutes the list of roads which can be counted in conducting a Local Area Transportation Review.

AVERAGE DAILY TRAFFIC (ADT): The number of vehicles traveling on a segment of roadway during the 24 hours of an average weekday.

CAPITAL IMPROVEMENT PROGRAM (CIP): A document prepared each year by the Montgomery County Executive and approved by the County Council which contains a six-year program for capital expenditures to expand and renovate Montgomery County's public facilities.

CEILING: See Staging Ceiling.

CONSOLIDATED TRANSPORTATION PROGRAM (CTP): The transportation capital improvements program annually adopted and administered by the State of Maryland. For the purposes of conducting the Annual Growth Policy analysis, the CTP will be considered as being adopted on the last day each year of the session of the Legislature, usually during the second week in April. In the event there is the possibility of a veto of the Legislature's actions by the Governor, then the appropriate date of adoption should be the last day that the Governor has to exercise his veto. In the event that the Legislature adds or deletes projects during the legislative session from the annual CTP document published by the MdDOT, usually in January, then official correspondence from the MdDOT acknowl-

edging the intended changes to the CTP constitutes the official amendment. However, in order to use such changes in the Policy Area Review for the Staging Ceilings the correspondence needs to indicate that an added project would have 100 percent of its construction expenditures scheduled by the fourth fiscal year of that CTP. If appropriate, that correspondence can also be the basis of amending the Approved Roads Program.

DEVELOPMENT PIPELINE: This is the amount of future construction which will be counted against ceiling capacity. It shall consist of: (1) all building completions since January 1, 1988; (2) the unbuilt portion of all preliminary plans that have been approved by the Planning Board, sewer authorizations from WSSC for projects which do not have a preliminary plan, public buildings at the issuance of building permit, and preliminary plans approved by the cities of Rockville And Gaithersburg. There is the potential for projects to be built without a preliminary plan, i.e., the Planning Board does not review the project. This occurs if the parcel was recorded several years ago when preliminary plans were not required. In this case, the indicator of the new project is the request for sewer service from WSSC.

JOBS IN BUILDING: The total estimated number of workers which can be accommodated in non-residential structures. It includes existing workers in addition to workers who could be accommodated in vacant or yet to be built structures. It does not include construction workers or self employed people working out of residential areas. It is calculated by multiplying a building's gross square footage by a standard ratio of square feet per job. Job ratios for the first five categories were derived from a 1984 survey conducted by the Research Division of the Montgomery County Planning Department. The job estimates for church, mini-warehouse, and auto repair are staff decisions. Montgomery County Public Schools provided the job estimates for schools. When the Montgomery County Planning Board limits the number of jobs for a project as a condition of its approval, that job limit is used in the pipeline.

Square Footage Employee Multipliers:

Office:	200 square feet per job in the Bethesda CBD, Bethesda/Chevy Chase, Kensington/Wheaton, North Bethesda, Silver Spring CBD, and Silver Spring/Takoma Park policy areas; 250 square feet per job in all other areas of the County.
Mixed Use Planned Development Zone:	350 square feet per job.
Retail:	400 square feet per job.
Industrial/ Warehouse:	450 square feet per job.
Other:	500 square feet per job.
Church:	5 jobs.
Mini-Warehouse:	1 job.
Elementary School:	50 jobs.
Middle School:	70 jobs.
High School:	110 job.
Auto Repair with No. Sq.Ft. Available:	1 job per bay.

Assuming a greater number of gross square footage per employee would assume a lesser transportation impact for a given square footage of building. It would permit more (non-residential) development to be approved within the staging ceiling.

LEVEL OF SERVICE (LOS): A description of the quality of performance of a facility given the demands being placed upon that facility; mostly used in this report in terms of transportation facilities which reference to an A to F quality scale. This is a nationally accepted scale used to describe the quality of road way service.

LOCAL AREA REVIEW (LAR): The process used to determine if the proposed development will produce excessive local detrimental impact beyond the capacity of existing and programmed public facilities. (For the application to transportation facilities, see detailed guidelines in the Montgomery County Planning Department's report "Alternative Transportation Scenarios and Staging Ceilings.")

PIPELINE: See Development Pipeline.

POLICY AREA: See Staging Policy Area.

PROGRAMMED FACILITY: A capital facility project which is contained within the approved County Capital Improvements Program, the State Consolidated Transportation Program, or program of Rockville or Gaithersburg, such that 100 percent of the expenditures for construction or operation are estimated to occur within the first four years of the applicable program. Where such road project either crosses several policy areas or will be built over a period of time in identifiable segments, the appropriate sections will be identified by the Planning Board to: (1) locate the segments in the appropriate policy areas, and (2) specify whether the segments meet the basic criteria for a programmed facility.

RECORD PLAT: A preliminary plan of subdivision which has been approved for recordation by the Montgomery County Planning Board or is already a recorded plat in the official Montgomery County land records.

SCHOOL CAPACITY ANALYSIS:

A) School Capacity

For Annual Growth Policy purposes, school capacity is measured as 110 percent of Council funded program capacity which includes space allocations for the regular program as well as special programs (i.e., special education and head start). This capacity measure does not count relocatable classrooms in computing a school's permanent capacity. Based on the approved FY 89-94 Capital Improvements Program, the Council funded regular program capacity is a class size of 25 for grades 1-6, 44 for half day kindergarten where it is currently provided, 22 for all day kindergarten where it is currently provided, and an effective class size of 22.5 for secondary grades.

B) School Enrollment Forecasts

MCPS projections are prepared in the fall of every year and are made for each of the upcoming six years and for two later years beyond the sixth year (in this year's forecast, these years are 1995 and 2000). The actual September enrollment at each school is used as the base on which the projections are

developed and are used in the Planning Board draft AGP in it's school analysis tables.

As stated in the Approved FY 89 Master Plan for Montgomery County Public Schools, MCPS uses the cohort survivorship model to forecast future enrollment. This method is used widely throughout the country and stands out as the most practical and consistently accurate forecasting approach. The cohort survivorship model, as applied by MCPS planners, involves the calculation of the number of students that can be expected in a particular grade at a future date, given the number of students now enrolled in the prior grade. Judgments are made about past trends and about in-migration, program changes, transfers in and out of the school service area, and other miscellaneous factors. Through the tracking of subdivision construction, student yields from subdivisions are applied to expected enrollment. Beyond the time of known subdivision and building activity, MCPS planners rely on forecasts prepared by the Montgomery County Planning Department and their demographic model of County population up to 20 years in the future.

One of the most difficult components of the enrollment forecast is predicting kindergarten enrollment. MCPS planners review records of resident births compiled by the Maryland Center for Health Statistics. Births in nearby jurisdictions to mothers who reside in Montgomery County are included in these records. Birth data is at both the Countywide level and the Census tract level. For the small geographic level of an elementary school service area, birth data is not available. Also adding to the difficulty in forecasting is the common occurrence of families moving after a child is born, but before the child enrolls in school.

C) De Minimis Development for Schools

De Minimis development is that which will have minor school impacts. The County's policy is to avoid over regulating low impact development. For public school analysis purposes, the Planning Board can approve a preliminary plan of 10 or fewer single-family units, 17 or fewer townhouses, or 40 or fewer apartment units even if there has been a legislative determination that a geographic area does not have adequate public school capacity.

STAGING POLICY AREA: A geographic subarea of the County, delineated by the Planning Board, for the purpose of staging analysis and the establishment of transportation staging ceiling capacities as appropriate. (See Map 1.)

STAGING CEILING: A total amount of development expressed in terms of housing units and jobs that has been determined by the Montgomery County Council to be balanced appropriately, on the basis of an areawide average, with the existing and programmed transportation facilities for the area.

Housing units may be single-family detached, single-family attached, garden apartments, and high rises. Each housing unit is counted as one unit.

TRANSPORTATION CAPACITY ANALYSIS - POLICY AREAS:

A) Average Level of Service

In the determination of an acceptable level of service for each policy area, a measure of the average level of service is used. This is a weighted

index of the traffic congestion level for a policy area. The index is calculated by estimating the average traffic congestion level experienced on each link of roadway in each policy area, weighting it by the vehicle-miles of travel on each link, and then calculating the weighted average.

The policy standards for average level of service which are set are critical in determining the staging ceilings. Changing the definition of what is an acceptable level of service will change the assessment of how much development will be permitted. The standards used herein vary from average LOS C to LOS D/E. The lower the average standard, the greater the amount of development which would be approved.

The County Council sets the Silver Spring CBD ceiling separately. Here, the development ceiling was based on an analysis of factors including the critical intersections and average LOS in the surrounding policy area, total evening peak hour outbound trips, and the effects of a Transportation Management District.

B) Roadway Capacity

The hourly roadway capacity is a key variable in the transportation model which is used to evaluate alternative staging ceilings. The hourly roadway capacities used in the current transportation modeling process vary by route type, location (urban/suburban/rural), and roadway geometry. The following presents the range of capacities used in the model for various roadways in the Montgomery County network. The higher the values of the capacities, the greater the amount of development which would be approved. Further work needs to be done to better account for intersection capacities, traffic signal interconnections and to relate to recently observed speed and delay data.

<u>Route Type</u>	<u>Range in Vehicles per Hour per Lane at Level of Service E</u>
Expressways	1,800 to 2,000
Major Arterials	1,000 to 1,200
Minor Arterials & Collectors	600 to 1,000

C) Peak Hour Trip Table Splitting Factors

The Planning Department developed a new procedure of splitting the peak hour trip table for application, along with the new EMME/2 traffic model. Please refer to the appropriate section on modeling peak hour traffic, in the chapter describing the traffic modeling in the accompanying report on "Alternative Transportation Scenarios and Staging Ceilings, December 1988." This new procedure generally has replaced the peak hour factor approach used with the previous TRIMS model. Rough initial factors for splitting daily trip tables to produce AM peak hour trips were estimated from COG data as follows:

- 1) Home-Based Work Trips 19%
- 2) Home-Based Other Trips 3%
- 3) Home-Based Shop Trips 1%
- 4) Non-Home Based Trips 3%

The home-based work trip percentage was adjusted uniquely for each zone by factors related to household density at the origin end and employment density at the destination end of the trip. The resulting possible percentages of home-based work trips which can occur in the AM peak hour ranges from 12 percent to 27 percent. However, the typical values used in the FY 90 AGP are about 13-14 percent for the Bethesda and Silver Spring CBD's, 16-17 percent for the Kensington-Wheaton area, 20-21 percent for the Gaithersburg area, and 22-23 percent for the Damascus, Poolesville, and Patuxent areas. The lower the amount of these factors, the greater the amount of development which can be approved.

D) Other Variables in the Transportation Model

There are a number of other variables in the EMME/2 transportation model used by Planning Department staff that affect the evaluation of staging ceilings. Numerous factors enter into the model system's trip generation, trip distribution, auto occupancy, and transit mode choice and traffic assignment models. The chapter on transportation modeling in the accompanying report on "Alternative Transportation Scenarios and Staging Ceilings, December 1988," presents information on many of these specific factors.

One other key variable affecting the transportation analysis is in the land use assumed for the other jurisdictions in the Washington Metropolitan Region for the purposes of assigning traffic through Montgomery County to and from those locations. In general, the Planning Department has used the COG Round 4 Intermediate Cooperative Forecast for 1995.

E) De Minimis Development for Transportation

De Minimis development is that which will have minor traffic impacts. The County's policy is to avoid over regulating low impact development. This policy defines the development which receives special treatment within these guidelines. For transportation analysis purposes, development which would produce fewer than 10 peak hour trips may receive approval of up to 5 peak hour trips within areas exceeding the staging ceiling. The higher these types of limits are set, the greater the amount development that can be approved.

TRANSPORTATION CAPACITY ANALYSIS - LOCAL AREA REVIEW:

A) Trip Generation

Trip generation rates are the number of vehicle trips to and from a development per unit of development activity. They are used in a simple form in local area transportation review in order to assess the impact of a particular development on the nearby transportation network. The generation rates are also used, with appropriate modifications for scale effects and trip purpose, within the transportation model for staging ceiling analysis. When so used, they are based on type of trip such as work trips or shopping trips and are set as daily rates, with adjustment factors to convert to hourly rates.

For Local Area Traffic Review, the Planning Department uses peak hour trip rates from the Institute of Transportation Engineers. Typical ranges of rates for residential development and selected non-residential trip rates are listed below. In some areas of the County, trip generation rates outside of these ranges are established in the sector plan or through other procedures to reflect higher transit use or some other factor relevant to the area. The applicant has

the opportunity to use the rates from a range. This range of rates reflects items such as transit availability, the size of the development relative to the particular land use and the location. These and other rates used in Local Area Review are currently under study for possible revisions. Lowering trip generation rates would mean a lesser assumed impact for a given type of development.

<u>Land Use Category</u>	<u>Peak Hour Trip Generation Rates</u>	
High Rise Apartments	.5 to	.7 trips/housing unit
Townhouses	.6 to	.8 trips/housing unit
Garden Apartments	.6 to	.8 trips/housing unit
Single-Family	.8 to	1.0 trips/housing unit
General Office	2.00 to	2.82 trips/1000 square feet
Shopping Centers	0.61 to	14.42 trips/1000 square feet

B) Acceptable Level of Service (LOS)

Of the variables discussed in the Local Area Traffic Review (LATR) Guidelines, a change in the acceptable LOS would have the largest effect on whether a preliminary plan was determined to be acceptable with regard to APFO. In the policy areas that have established staging ceilings, a LOS of mid-point E is used as the lowest acceptable LOS for LATR. The mid-point LOS E is presumed to be the condition under which the transportation facilities are operating at maximum capacity. This relatively low LOS, used in LATR for specific intersections, is acceptable because of the check related to the staging ceiling, that says on the average the level of service over the area is better than this lower level. If a better local LOS standard is used, less development would be approved.

In the more rural Group I policy areas of the County where staging ceilings are not established, an intersection is presumed to be operating acceptably under LATR if the LOS is D/E or better. This better LOS is used in these areas since the County has not established staging ceilings in these areas. The better the LOS deemed acceptable, the less the amount of development which will pass Local Area Review.

C) Peak Hour Traffic Counts

Peak hour traffic counts for any location vary from day to day, week to week and for seasons of the year. In general, traffic counts made during the summer months should not be used since traffic during this time of year is lower than normal. Traffic counts taken on holidays or the day before or after holidays should not be used due to their non-typical characteristics. Counts that are more than six months old should be adjusted to reflect development that has been completed and occupied since the count was made. Traffic counts older than three years should not be used because of potential changes in traffic patterns and growth in traffic. The Planning Department staff has the right to require new counts to be made if there is reason to believe that a count is flawed.

Appendix H:
Acknowledgements

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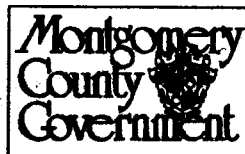
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